

*copy!*

**GUGGENHEIM AERONAUTICAL LABORATORY  
CALIFORNIA INSTITUTE OF TECHNOLOGY**

**HYPERSONIC RESEARCH PROJECT**

Memorandum No. 58  
September 15, 1960

**KINETIC THEORY DESCRIPTION  
OF PLANE, COMPRESSIBLE COUETTE FLOW**

by  
Lester Lees and Chung-Yen Liu



**ARMY ORDNANCE CONTRACT NO. DA-04-495-Ord-1960**

GUGGENHEIM AERONAUTICAL LABORATORY  
CALIFORNIA INSTITUTE OF TECHNOLOGY  
Pasadena, California

HYPERSONIC RESEARCH PROJECT

Memorandum No. 58

September 15, 1960

KINETIC THEORY DESCRIPTION  
OF PLANE, COMPRESSIBLE COUETTE FLOW

by

Lester Lees and Chung-Yen Liu

  
Clark B. Millikan, Director  
Guggenheim Aeronautical Laboratory



## ABSTRACT

By utilizing the two-stream Maxwellian in Maxwell's integral equations of transfer we are able to find a closed-form solution of the problem of compressible plane Couette flow over the whole range of gas density from free molecule flow to atmospheric. The ratio of shear stress to the product of ordinary viscosity and velocity gradient, which is unity for a Newtonian fluid, here depends also on the gas density, the plate temperatures and the plate spacing. For example, this ratio decreases rapidly with increasing plate Mach number when the plate temperatures are fixed. On the other hand, at a fixed Mach number based on the temperature of one plate, this ratio approaches unity as the temperature of the other plate increases. Similar remarks can be made for the ratio of heat flux to the product of ordinary heat conduction coefficient and temperature gradient.

The effect of gas density on the skin friction and heat transfer coefficients is described in terms of a single rarefaction parameter, which amounts to evaluating gas properties at a certain "kinetic temperature" defined in terms of plate Mach number and plate temperature ratio. One interesting result is the effect of plate temperature on velocity "slip". In the Navier-Stokes regime most of the gas follows the hot plate, because the gas viscosity is larger there. As the gas density decreases the situation is reversed, because the velocity slip is larger at the hot plate than at the cold plate. In the limiting case of a highly rarefied gas most of the gas follows the cold plate.

Limitations of the present six-moment approximation at high plate Mach numbers are discussed and it is concluded that an eight-moment approximation would eliminate these difficulties. The results obtained in this simple geometry suggest certain conclusions about hypersonic flow over solid bodies when the surface temperature is much lower than the kinetic temperature.



# TABLE OF CONTENTS

PART		PAGE
	Abstract	ii
	Table of Contents	iv
	List of Symbols	v
I.	Introduction	1
II.	Maxwell's Moment Method for Plane Compressible Couette Flow	6
	II. A. Formulation of the Problem	6
	II. A. 1. Differential Equations	6
	II. A. 2. Boundary Conditions	11
	II. B. Low Mach Number Flow with Arbitrary Plate Temperature Ratio	14
	II. C. Arbitrary Mach Number and Plate Temperature Ratio	20
	II. D. Special Case of Equal Plate Temperatures, But Arbitrary Mach Numbers	25
III.	Discussion and Conclusions	27
	III. A. Skin-Friction and Heat Transfer Coefficients	27
	III. B. Shear Stress and Normal Heat Flux	28
	III. C. Mean Temperature and Mean Velocity Profiles	30
	III. D. Comparison of Present Results with Maxwell's Velocity Slip Relation	32
	III. E. Limitations of Six-Moment Approximation	34
	III. F. Conclusions and Future Work	38
	References	40
	Appendix -- Plane Compressible Couette Flow According to the Classical Navier-Stokes Equation	42
	Figures	44

# LIST OF SYMBOLS

$a_1, a_2$	functions in two-stream Maxwellian for eight-moment approximation
$A_2$	$= 1.3682$ , value of scattering integral
$b$	impact parameter, or perpendicular distance from particle "i" to initial trajectory of particle "j"
$b_i$	integration constant, $i = 1, 2, 3, 4$ . (See Appendix.)
$\vec{c}$	relative particle velocity, $\vec{v} - \vec{u}$
$\bar{c}$	mean molecular speed, $\sqrt{8R T/\pi}$
$c_i$	component of relative particle velocity in $i^{\text{th}}$ direction
$c_p, c_v$	heat capacity at constant pressure and constant volume, respectively
$C_D$	skin-friction coefficient, $p_{xy}/(\frac{1}{2}\rho_{II} U^2)$
$C_H$	Stanton number, $q_y / [\rho_{II} c_p U (T_{II} - T_I)]$
$d$	distance between lower and upper plates
$f, f_1$	velocity distribution functions for "probe" and colliding particles, respectively
$f_1, f_2$	components of two-stream Maxwellian
$f_{\text{max}}$	local full-range Maxwellian
$F$	interparticle force, also function defined by Eq. (33)
$G$	function defined by the relation $\bar{n}_1 \sqrt{T_1} = \bar{n}_2 \sqrt{T_2} = [G]^{-1}$
$k$	Boltzmann constant
$k_c$	"classical" thermal conductivity
$K$	constant in expression for inverse fifth-power force law, $F = (m_1 m_2 K)/r^5$
$L$	square root of plate temperature ratio, $\sqrt{T_I/T_{II}}$
$m$	mass of a particle
$M$	Mach number, $U/\sqrt{\gamma R T_{II}}$
$\tilde{M}$	"proper" Mach number, $\tilde{M}^2 = U^2/\gamma R \sqrt{T_I T_{II}}$

$n$	particle number density, per unit volume
$n_1, n_2$	number density functions in two-stream Maxwellian
$p$	$nkT = \rho RT$
$P_{ii}$	defined by the relation $P_{ii} = -p + P_{ii}$
$P_{ij} \equiv P_{ij}$	shear stress, $i \neq j$ , $P_{ij} = -m \int f c_i c_j d\vec{\xi}$
$P_{ii}$	normal stress, $P_{ii} = -m \int f c_i^2 d\vec{\xi}$
$Pr$	Prandtl number, $c_p \mu_c / k_c$
$q_y$	heat flux in y-direction
$Q$	arbitrary function of particle velocity
$\Delta Q$	change in $Q$ produced by collisions
$r$	distance between two particles
$\vec{R}$	radius vector
$Re$	Reynolds number, $\rho_{II} U d / \mu_{II}$
$R$	gas constant, $k/m$
$s_n$	non-dimensional relative velocity in the normal direction
$t$	time
$T$	absolute temperature, $3/2 n k T = m \int (c^2/2) f d\vec{\xi}$
$T_1, T_2$	temperature functions in two-stream Maxwellian
$\vec{u}$	mean velocity vector, $\rho \vec{u} = m \int f \vec{\xi} d\vec{\xi}$
$u, v$	components of mean velocity parallel to x- and y- axes, respectively
$\vec{u}_\infty$	free stream velocity vector
$\vec{u}_1, \vec{u}_2$	vector velocity functions in two-stream Maxwellian
$u_i$	component of mean velocity in $i^{th}$ direction
$U$	relative plate velocity
$V$	relative velocity between two interacting particles = $ \xi_1 - \xi $
$x, y$	coordinates along and normal to plates
$x_i$	coordinate in $i^{th}$ direction



$\alpha_i$	integration constant, $i = 1, 2, 3, 4, 5$
$\beta$	quantity defined by the relation $\beta = (8/15) \sqrt{2/\pi \gamma} \quad (Re/M)$
$\gamma$	ratio of specific heats, $c_p/c_v$
$\epsilon$	angle between plane of the orbit and plane containing the original relative velocity and the x-axis in a binary collision
$\lambda$	Maxwell mean free path
$\lambda_i$	$i = 1, 2, 3$ , functions defined by Eqs. (35a) and (37)
$\Lambda$	Pohlhausen parameter
$\mu_c$	"classical" viscosity coefficient
$\tilde{\mu}$	viscosity coefficient $= p_{xy}/(du/dy)$
$\vec{\xi}$	vector particle velocity, $\xi^2 =  \vec{\xi} ^2$
$d\vec{\xi}$	$d\xi_1 \ d\xi_j \ d\xi_k$
$\xi_j$	component of particle velocity in $j^{th}$ direction
$\xi_1$	velocity of colliding particles
$\rho$	nm, mass density, $\rho = \int m f d\vec{\xi}$

The subscripts "1" and "2" generally denote the two components of the two-stream Maxwellian, and the subscripts "I" and "II" refer to quantities given at the upper and lower plates respectively. A prime denotes quantities evaluated after a collision, while unprimed quantities refer to conditions before a collision. The subscript "o" denotes free molecular flow conditions, the subscript "w" denotes surface values, the subscript " $\infty$ " denotes free stream quantities far ahead of a body, and the subscript "n" denotes quantities normal to the surface.

## I. INTRODUCTION

In principle, the Maxwell-Boltzmann integro-differential equation for the single particle velocity distribution function is fully capable of describing the flow of a monatomic gas over the whole range of gas densities from "free-molecule" flow to the classical Navier-Stokes regime [(2), (8), (10)] . However the formidable difficulties involved in constructing solutions of this equation are too well known to require repetition here (6). Fortunately, in fluid mechanics one is not particularly interested in the velocity distribution function itself, but in certain lower moments of this function, such as mean velocity, shear stress, etc. Recognizing this fact, Maxwell (11) converted the original Maxwell-Boltzmann equation into an integral equation of transfer, or moment equation, for any quantity  $Q$  that is a function only of the components of the particle velocity. In the absence of external forces Maxwell's integral equation takes the following form in a rectangular Cartesian coordinate system:\*

$$(\partial/\partial t) \left( \int f Q d\vec{\xi} \right) + \sum_i (\partial/\partial x_i) \left( \int f \xi_i Q d\vec{\xi} \right) = \Delta Q \quad , \quad (1)$$

where  $\Delta Q$  represents the time rate of change of  $Q$  produced by particle collisions, and is given by

$$\Delta Q = \iiint (Q' - Q) f f_1 V d\vec{\xi} d\vec{\xi}_1 db db d\epsilon \quad . \quad (2)$$

Actually Maxwell employed a special form of the distribution function, but an important advantage of Eq. (1) is just the fact that it permits a large amount of flexibility in the choice of  $f$ . The distribution

---

\* Maxwell's integral equation including external forces and coordinate system curvature is given in Reference 10.

function can be expressed in terms of a certain number of arbitrary functions of space and time, selected in such a way that essential physical features of the problem are introduced. Of course the proper number of moments ( $Q$ 's) must be taken to insure that a complete set of first-order partial differential equations is obtained for these undetermined functions. As shown by Maxwell (11) the ordinary gas dynamic conservation equations are obtained regardless of the choice of  $f$  by taking  $Q$  to be successively the collisional invariants of mass, momentum, and energy [ $Q = m, m\xi_1, m\xi^2/2$ ], for which  $\Delta Q = 0$ . The number of additional moments (and arbitrary functions) employed depends on the degree of detail desired, and also on the relative magnitude of these additional moments (Section III.E).

Clearly this procedure amounts to satisfying the Maxwell-Boltzmann equation in a certain average sense, rather than point-by-point, just as one does in the more familiar Kármán-Pohlhausen method for boundary layer flows (14) and its extension by Tani (13). The distribution function employed should be regarded as a suitable weighting function which is not in general an "exact" solution of the original Maxwell-Boltzmann equation. Thus, there is no need to retain the undesirable rigidity inherent in a polynomial of Chapman-Enskog type, as in Grad's method (5). In fact, Mott-Smith (12) found that a distribution function consisting of the sum of two full-range Maxwellians is quite suitable for a rough description of the structure of a strong, steady, normal shock wave. A careful study of shear flows in rarefied gases and of the difficulties encountered with Grad's thirteen moment approximation (1) shows that the following basic requirements must be satisfied by the distribution function employed in Maxwell's moment method (10):



(1) It must have the "two-sided" character that is an essential feature of highly rarefied gas flows, and especially of non-linear rarefied flows;

(2) It must be capable of providing a smooth transition from rarefied flows to the classical Navier-Stokes regime;

(3) It should lead to the simplest possible set of differential equations and boundary conditions consistent with (1) and (2).

Of course the class of distribution functions satisfying requirements (1) and (2) is very large. In Reference 10, one of the present authors introduced the "two-stream" Maxwellian, which is probably one of the simplest such functions, as a natural generalization of the situation for free-molecule flow. In body coordinates all outwardly directed particle velocity vectors lying within the "cone of influence" (Region 1 in Figure 1) are described by the function  $f = f_1$ , where

$$f_1 = \frac{n_1(\vec{R}, t)}{[2\pi R T_1(\vec{R}, t)]^{3/2}} \exp \left\{ - \frac{[\vec{\xi} - \vec{u}_1(\vec{R}, t)]^2}{2 R T_1(\vec{R}, t)} \right\} \quad (3a)$$

In Region 2 (all other  $\vec{\xi}$ )

$$f = f_2 = \frac{n_2(\vec{R}, t)}{[2\pi R T_2(\vec{R}, t)]^{3/2}} \exp \left\{ - \frac{[\vec{\xi} - \vec{u}_2(\vec{R}, t)]^2}{2 R T_2(\vec{R}, t)} \right\} \quad (3b)$$

where  $n_1, n_2, T_1, T_2, \vec{u}_1, \vec{u}_2$  are ten initially undetermined functions of  $\vec{R}$  and  $t$ . In the limiting case of free-molecule flow the distribution function described by Eqs. (3a) and (3b) is an exact solution for completely diffuse reemission, provided that  $\vec{u}_2 = \vec{u}_\infty, n_2 = n_\infty, T_2 = T_\infty, \vec{u}_1 = \vec{u}_w, T_1 = T_w$ , and  $n_1$  is the function determined by the boundary condition on

the normal velocity at the body surface. In the present method the variation of these ten functions with  $\vec{R}$  and  $t$  is a measure of the effect of particle collisions in the gas, as determined by Maxwell's moment equations [Eqs. (1) and (2)]. Thus, one gives up once and for all the search for "higher order" macroscopic equations in terms of the mean quantities, such as the Burnett equations, Grad's equations, etc. Once these ten functions are determined, the mean quantities are obtained by utilizing the distribution function defined by Eqs. (3a) and (3b), as in any true statistical approach.

One important advantage of the two stream Maxwellian is that the surface boundary conditions are easily incorporated into the analysis [Requirement (3) above]. For example, for completely diffuse reemission, the reemitted particles have a Maxwellian velocity distribution corresponding to  $T_w$ , by definition, and the mean velocity of the reemitted particles is identical with the local surface velocity. Thus [Eq. (3a)] ,  
 $\vec{u}_1(\vec{R}, t) = \vec{u}_w$  and  $T_1(\vec{R}, t) = T_w$  when  $\vec{R} = \vec{R}_w$ . When there is no net mass transfer at the surface an additional boundary condition must be satisfied which is similar to the usual free-molecule flow condition, except that now  $\vec{u}_2 \neq \vec{u}_\infty$  in general:

$$n_1 \sqrt{\mathcal{R} T_1} = n_1 \sqrt{\mathcal{R} T_w} = n_2 \sqrt{\mathcal{R} T_2} C(-s_{2_n}) , \quad (4)$$

where

$$C(s_n) = e^{-s_n^2} + \sqrt{\pi} s_n (1 + \operatorname{erf} s_n) . \quad (5)$$

Here

$$s_{2_n} = \frac{(u_{2_n} - u_{w_n})}{\sqrt{2 \mathcal{R} T_2}} ,$$

where  $u_{2n}$  and  $u_{wn}$  are the normal components of  $\vec{u}_2$  and  $\vec{u}_w$ , respectively. In considering the uniform rectilinear motion of a finite body in a fluid of infinite extent the following boundary conditions must also be imposed (in body coordinates):

$$\vec{u}_2 \rightarrow \vec{u}_\infty, \quad T_2 \rightarrow T_\infty, \quad n_2 \rightarrow n_\infty, \quad \text{as } x \rightarrow -\infty.$$

As an illustration the present method was applied in Reference 10 to linearized plane Couette flow and to the linearized form of Rayleigh's problem. But plane, parallel flows at low Mach number with small temperature differences cannot provide a serious test of any method that is supposed to be general. In this paper we apply the present technique to steady, plane compressible Couette flow, in order to study the effects of large temperature differences and dissipation in the simplest possible geometry. In Section II. A. the basic equations and boundary conditions for this problem are formulated. In order to simplify the work the particles are supposed to obey Maxwell's inverse fifth-power law of repulsion, but this restriction is not an essential one. Solutions are obtained first for arbitrary temperature ratio between the two plates, but  $M^2 \rightarrow \ll 1$ , (Section II. B.), and then similar methods are employed for the case of arbitrary Mach number and temperature ratio (Sections II. C. and II. D.). In Section III we utilize the calculated behavior of the velocity and temperature profiles and other mean quantities in this problem to gain some insight into the effect of Mach number and the ratio of plate temperatures on the nature of the transition from free-molecule flow to the classical Navier-Stokes regime.



## II. MAXWELL'S MOMENT METHOD FOR PLANE COMPRESSIBLE COUETTE FLOW

### II. A. Formulation of the Problem

#### II. A. 1. Differential Equations

Maxwell's moment method is applied to the problem of the steady flow generated by the relative shearing motion of two infinite parallel flat plates. The upper plate moves with velocity  $+ U/2$  in its own plane at  $y = d/2$  and is held at temperature  $T_I$ , while the lower plate at  $y = -d/2$  moves parallel to the upper plate with velocity  $- U/2$ , and is kept at temperature  $T_{II}$  [Figure 2]. The only independent variable in this problem is the coordinate normal to the plates,  $y$ ; thus, Eq. (1) reduces to

$$d/dy \left( \int f \xi_y Q d\vec{\xi} \right) = \Delta Q \quad . \quad (6)$$

By taking  $Q$  to be the collisional invariants  $m$ ,  $m \xi_x$ ,  $m \xi_y$ , and  $m \xi^2/2$ , successively, four equations are obtained from Eq. (6), corresponding to the ordinary gas dynamic conservation equations. For these moments  $\Delta Q = 0$ , and

$$\int f \xi_y Q d\vec{\xi} = \text{constant} \quad . \quad (7)$$

According to kinetic theory,

$$\rho u_i = \int m f \xi_i d\vec{\xi} \quad , \quad (8a)$$

where

$$\rho = \int m f d\vec{\xi} \quad . \quad (8b)$$

Thus the first of Eqs. (7) with  $Q = m$  is just the ordinary equation of continuity for this problem, namely,

$$\rho v = \text{constant} \quad . \quad (9a)$$

But

$$v(-d/2) = v(d/2) = 0, \text{ so that } v(y) \equiv 0 \quad . \quad (9b)$$

$$\text{By definition } P_{ij} = -m \int f c_i c_j d\vec{\xi},$$

where  $\vec{c}$  is the intrinsic or relative velocity  $\vec{\xi} - \vec{u}$ . Here

$$P_{ij} = P_{ji}, \quad i \neq j, \quad ,$$

$$P_{ii} = -p + p_{ii}, \quad i = j, \quad ,$$

$$\text{where } p = - \sum (P_{ii}/3) = \rho R T = (2/3) \int m f (c^2/2) d\vec{\xi} \quad .$$

With  $Q = m \xi_x$  and  $m \xi_y$ , one obtains [Eq. (7) and (9b)]

$$p_{xy} = \text{constant} \quad (9c)$$

and

$$P_{yy} = \text{constant, respectively.} \quad (9d)$$

Similarly, by taking  $Q = m \xi^2/2$  in Eq. (7), and recognizing that

$\xi_x = c_x + u$ ,  $\xi_y = c_y$ ,  $\xi_z = c_z$  and  $v \equiv 0$  in this problem, one finds as expected that

$$q_y - p_{xy} u = \text{constant} \quad (9e)$$

where

$$q_y = m \int f c_y c^2/2 d\vec{\xi}, \text{ by definition.}$$

In this case the "two-stream Maxwellian" [Eqs. (3a) and (3b)] takes the following form (Figure 2):

For  $\xi_y < 0$ ,

$$f = f_1 = n_1(y) \frac{1}{[2\pi R T_1(y)]^{3/2}} \exp \left\{ - \frac{[\xi_x - u_1(y)]^2 + \xi_y^2 + \xi_z^2}{2 R T_1(y)} \right\} \quad . \quad (10a)$$

For  $\xi_y > 0$ ,

$$f = f_2, \quad (10b)$$

where  $f_2$  is a similar generalized Maxwellian containing the functions  $n_2(y)$ ,  $T_2(y)$ ,  $u_2(y)$ . Two independent moment equations in addition to the four represented by Eqs. (7) [or Eqs. (9a) - (9e)] are required to determine these six arbitrary functions of  $y$ . Of course these additional moments can be chosen quite arbitrarily. Because of our special interest in the shear stress and normal heat flux in this problem we take

$$Q_5 = m \xi_x \xi_y \quad \text{and} \quad Q_6 = m \xi_y (\xi^2/2). \quad [\text{See, however, Section III. E.}]$$

Once the two-stream Maxwellian is selected for  $f$ , the collision integral  $\Delta Q$  [Eq. (2)] can be evaluated for any arbitrary law of force between the particles. For simplicity we utilize Maxwell's inverse fifth-power force law  $F = \frac{m_1 m_2 K}{r^5}$ . With this choice the relative velocity  $V = |\vec{\xi}_1 - \vec{\xi}|$  is eliminated from the collision integral, and  $\Delta Q$  for the lower moments contains the components of the heat flux vector and the shear stress tensor [(7), (10), (11)]. To be specific, for

$$Q_5 = m \xi_j \xi_k, \quad \text{one finds}$$

$$\Delta Q_5 = (3/2) A_2 \sqrt{2 m K} \quad n \quad p_{jk}; \quad (11)$$

while if  $Q_6 = m \xi_j (\xi^2/2)$ , one has

$$\Delta Q_6 = (3/2) A_2 \sqrt{2 m K} \quad n \quad \left[ -(2/3) q_j + \sum_k p_{jk} u_k \right]. \quad (12)$$

[ Here  $A_2 = 1.3682$  is the value of the scattering integral found by Maxwell (11). ] Both of these results are independent of the choice of  $f$ .

Now the ordinary or "classical" coefficient of viscosity for Maxwell particles based on the local full-range Maxwellian is given by the expression

$$\mu_c = \frac{k T}{(3/2) A_2 \sqrt{2 m K}}, \quad (13)$$

where  $k$  is the Boltzmann constant. Therefore,



$$(3/2) A_2 \sqrt{2 m K} n = (p/\mu_c) \cdot * \quad (14)$$

Thus the two moment equations supplementing Eqs. (7) are as follows

[ Eqs. (6), (11), and (12) ] :

$$(d/dy) \left( \int m f \xi_x \xi_y^2 d\vec{\xi} \right) = (p/\mu_c) p_{xy} \quad (15)$$

$$(d/dy) \left( \int m f \xi_y^2 \xi^2/2 d\vec{\xi} \right) = (p/\mu_c) \left[ -(2/3) q_y + p_{xy} u + p_{yy} v^0 \right] \cdot (16)$$

If the local full-range Maxwellian

$$f_{\max}(\vec{\xi}, y) = \frac{n}{(2\pi R T)^{3/2}} \exp\left(-\frac{c^2}{2 R T}\right)$$

is introduced into the left-hand sides of Eqs. (15) and (16) one obtains the familiar relations

$$\mu_c (du/dy) = p_{xy}$$

$$-(3/2) c_p \mu_c (dT/dy) = -k_c (dT/dy) = q_y \cdot$$

In fact this approximation corresponds exactly to the first step of the Chapman-Enskog expansion procedure (see for example Reference 10).

But in general  $f \neq f_{\max}$ , so that  $p_{xy} \neq \mu_c (du/dy)$  and  $q_y \neq -k_c (dT/dy)$ .

Six equations for the six arbitrary functions of  $y$  appearing in the two stream Maxwellian are obtained by substituting this  $f$  [Eqs. (3a) and (3b)] into Eqs. (7) and Eqs. (15) and (16). All moments and mean flow quantities are evaluated as follows:

---

\* The ordinary coefficient of viscosity  $\mu_c$  is introduced here mainly for convenience. It must be emphasized that  $\mu_c \neq p_{jk} / \left( \frac{\partial u_j}{\partial x_k} + \frac{\partial u_k}{\partial x_j} \right)$ , except in the limiting case  $Re/M \rightarrow \infty$ , which corresponds to the classical Navier-Stokes regime (Sections II. B and II. C).

$$\begin{aligned}
 \langle \phi \rangle = \int \phi f d\vec{\xi} = & \int_{-\infty}^{+\infty} \int_{-\infty}^0 \int_{-\infty}^{+\infty} \phi f_1 d\xi_x d\xi_y d\xi_z \\
 & + \int_{-\infty}^{+\infty} \int_0^{\infty} \int_{-\infty}^{+\infty} \phi f_2 d\xi_x d\xi_y d\xi_z .
 \end{aligned}$$

For example,

$$\rho(y) = \langle m \rangle = (m/2) [n_1(y) + n_2(y)] = m n(y) \quad (17)$$

$$u(y) = (1/\rho) \langle m \xi_x \rangle = \frac{n_1(y) u_1(y) + n_2(y) u_2(y)}{n_1(y) + n_2(y)} . \quad (18)$$

Since it is more convenient to work with non-dimensional quantities, we select  $n_{II}$ ,  $U$ ,  $T_{II}$ ,  $d$  as the characteristic number density, velocity, temperature and length, respectively. A Mach number and Reynolds number are introduced based on these characteristic quantities

$$M = U / \sqrt{\gamma R T_{II}}$$

$$Re = \frac{m n_{II} U d}{(\mu_c)_{II}} ,$$

where  $(\mu_c)_{II}$  denotes the ordinary viscosity coefficient evaluated at temperature  $T_{II}$ . The parameter  $Re/M$  is inversely proportional to the ratio of mean free path,  $\lambda_{II}$ , to the characteristic length  $d$ , and this parameter characterizes the density level of the gas. In fact

$$Re/M = \sqrt{\pi \gamma / 2} (d / \lambda_{II}) .$$

Let normalized quantities be denoted by a bar superscript. Then the non-dimensional governing equations are as follows:

#### Continuity

$$\bar{n}_1 \sqrt{\bar{T}_1} = \bar{n}_2 \sqrt{\bar{T}_2} \quad (19a)$$

Momentum

$$\bar{n}_1 \sqrt{\bar{T}_1} (\bar{u}_2 - \bar{u}_1) = a_1 \quad (19b)$$

$$\bar{n}_1 \bar{T}_1 + \bar{n}_2 \bar{T}_2 = a_2 \quad (19c)$$

Energy

$$\bar{n}_1 \sqrt{\bar{T}_1} [\bar{T}_2 - \bar{T}_1 + (\gamma M^2/4) (\bar{u}_2^2 - \bar{u}_1^2)] = a_2 a_3 \quad (19d)$$

Stress

$$(d/d\bar{y})(\bar{n}_1 \bar{u}_1 \bar{T}_1 + \bar{n}_2 \bar{u}_2 \bar{T}_2) + \frac{l}{\sqrt{2\pi\gamma}} (Re/M) a_1 (\bar{n}_1 + \bar{n}_2) = 0 \quad (19e)$$

Heat Flux

$$\begin{aligned} & (d/d\bar{y})(\bar{n}_1 \bar{T}_1^2 + \bar{n}_2 \bar{T}_2^2) + (\gamma M^2/5)(d/d\bar{y}) [\bar{n}_1 \bar{T}_1 \bar{u}_1^2 + \bar{n}_2 \bar{T}_2 \bar{u}_2^2] \\ & - (2/5) \gamma M^2 \bar{u} (d/d\bar{y}) (\bar{n}_1 \bar{T}_1 \bar{u}_1 + \bar{n}_2 \bar{T}_2 \bar{u}_2) \\ & - (4/15) \sqrt{\gamma/2\pi} (Re/M) M^2 a_1 (\bar{n}_1 \bar{u}_1 + \bar{n}_2 \bar{u}_2) \\ & + (4/15) \sqrt{2/\pi\gamma} (Re/M) a_2 a_3 (\bar{n}_1 + \bar{n}_2) = 0 \end{aligned} \quad (19f)$$

where  $a_1$ ,  $a_2$ ,  $a_3$  are undetermined integration constants.

II. A. 2. Boundary Conditions

For completely diffuse reemission the boundary conditions are quite simple. (See Introduction.):

$$\text{At } y = +d/2 \text{ (Figure 2) , } u_1 = + (U/2) ; T_1 = T_I .$$

$$\text{At } y = -d/2 , u_2 = - (U/2) , T_2 = T_{II} .$$



Also,  $v(\pm d/2) = 0$ , but  $v \equiv 0$  everywhere [ Eqs. (9a) and (9b) ], so that Eq. (19a) satisfies this boundary condition automatically.

The sixth boundary condition involves a specification of the density level of the gas between the plates, by choosing  $\rho$  or  $n_1$  or  $n_2$  at a given point. Since the results evidently do not depend on the position of this reference point we select

$$n_2 = n_{II} \quad \text{at} \quad y = -d/2.$$

In non-dimensional form the boundary conditions are as follows:

$$\left. \begin{aligned} \bar{u}_1 &= \frac{1}{2} \\ \bar{T}_1 &= T_I/T_{II} \end{aligned} \right\} \quad \text{at} \quad \bar{y} = \frac{1}{2} \quad (20a)$$

$$\quad \quad \quad (20b)$$

$$\bar{u}_2 = -\frac{1}{2} \quad (20c)$$

$$\bar{T}_2 = 1 \quad (20d)$$

$$\bar{n}_2 = 1 \quad (20e)$$

Plane compressible Couette flow is completely determined by three independent parameters:  $(Re/M)$  (or  $d/\lambda_{II}$ ) the rarefaction parameter;  $M^2$ , the dissipation parameter; and the plate temperature ratio  $T_I/T_{II}$  appearing explicitly only in the boundary conditions. The governing equations and boundary conditions [ Eqs. (19) and (20) ] are all regular in the parameters  $Re/M$ ,  $T_I/T_{II}$ , and  $M^2$  for all finite values of these parameters. In particular, in the limiting case  $Re/M \rightarrow 0$  all six equations reduce to algebraic equations, and the six unknown functions approach the (constant) values given by free-molecule flow. In the opposite limiting case  $Re/M \rightarrow \infty$ , clearly  $\alpha_1$  and  $\alpha_3$  are both

$O(M/Re)$  [ Eqs. (19d) and (19e) ] . Thus the pairs  $\bar{u}_2$  and  $\bar{u}_1$ ,  $\bar{n}_2$ , and  $\bar{n}_1$ , and  $\bar{T}_2$  and  $\bar{T}_1$  each differ by a term of order  $M/Re \sim \lambda_{II}/d$ , which corresponds to the classical Navier-Stokes regime [ Sections II. B and II. C ] .

In order to bring out the effect of temperature difference between the two plates we study first the simpler case  $M^2 \ll 1$ , and then generalize the technique for obtaining solutions to the case of arbitrary Mach number. All mean flow quantities are easily evaluated once the six functions  $\bar{n}_1(\bar{y}) \dots \bar{u}_2(\bar{y})$  are determined. For convenience the necessary relations are listed here:

$$\frac{P_{xy}(y)}{\rho_{II} \sqrt{\frac{RT_{II}}{2\pi}} U} = \bar{p}_{xy}(y) = -\bar{n}_1 \sqrt{\bar{T}_1} (\bar{u}_2 - \bar{u}_1) = -\alpha_1 \quad (21a)$$

$$\frac{P_{xx}(y)}{n_{II} k T_{II}} = \gamma M^2 (\bar{\rho} \bar{u}^2) - \frac{1}{2} (\bar{n}_1 \bar{T}_1 + \bar{n}_2 \bar{T}_2) - \gamma M^2 (\bar{n}_1 \bar{u}_1^2 + \bar{n}_2 \bar{u}_2^2) \quad (21b)$$

$$\frac{P_{yy}(y)}{n_{II} k T_{II}} = \frac{P_{zz}(y)}{n_{II} k T_{II}} = -\frac{1}{2} (\bar{n}_1 \bar{T}_1 + \bar{n}_2 \bar{T}_2) \quad (21c)$$

$$\bar{T}(y) = \frac{\bar{n}_1 \bar{T}_1 + \bar{n}_2 \bar{T}_2}{\bar{n}_1 + \bar{n}_2} + (\gamma/3) M^2 \left[ \frac{\bar{n}_1 (\bar{u} - \bar{u}_1)^2 + \bar{n}_2 (\bar{u} - \bar{u}_2)^2}{\bar{n}_1 + \bar{n}_2} \right] \quad (21d)$$

$$\frac{P(y)}{n_{II} k T_{II}} = \frac{1}{2} (\bar{n}_1 \bar{T}_1 + \bar{n}_2 \bar{T}_2) + (\gamma/6) M^2 [\bar{n}_1 (\bar{u} - \bar{u}_1)^2 + \bar{n}_2 (\bar{u} - \bar{u}_2)^2] \quad (21e)$$

$$\begin{aligned} \frac{q_y}{n_{II} k T_{II} \sqrt{(2/\pi) RT_{II}}} &= (\gamma M^2/2) \bar{p}_{xy} \bar{u} + \bar{n}_2 \bar{T}_2^{3/2} \left[ 1 + (\gamma M^2/4)(\bar{u}_2^2/\bar{T}_2) \right] \\ &\quad - \bar{n}_1 \bar{T}_1^{3/2} \left[ 1 + \frac{\gamma M^2}{4} \frac{\bar{u}_1^2}{\bar{T}_1} \right]. \end{aligned} \quad (21f)$$

The expressions for  $\rho(y)$  and  $u(y)$  have already been given [Eqs. (17) and 18)].

According to Eqs. (21b), (21c), and (21e),  $P_{yy} \rightarrow P_{xx} \rightarrow -p$  when  $M^2 \rightarrow 0$ , or when  $Re/M \rightarrow \infty$ . In general however,  $P_{yy} \neq P_{xx} \neq -p$ , so that  $p_{ii} \neq 0$ , in spite of the fact that  $\text{div } \vec{u} \equiv 0$ . This behavior shows again the inadequacy of any concept relating the stresses to the purely local mean velocity gradients in a rarefied gas flow.

## II. B. Low Mach Number Flow with Arbitrary Plate Temperature Ratio

In this case ( $M^2 \ll 1$ ) the basic equations [Eqs. (19)] are considerably simplified:

### Continuity

$$\bar{n}_1 \sqrt{\bar{T}_1} = \bar{n}_2 \sqrt{\bar{T}_2} \quad (22a)$$

### Momentum

$$\bar{n}_1 \sqrt{\bar{T}_1} (\bar{u}_2 - \bar{u}_1) = \alpha_1 \quad (22b)$$

$$\bar{n}_1 \bar{T}_1 + \bar{n}_2 \bar{T}_2 = \alpha_2 \quad (22c)$$

### Energy

$$\bar{n}_1 \sqrt{\bar{T}_1} (\bar{T}_2 - \bar{T}_1) = \alpha_2 \alpha_3 \quad (22d)$$

### Stress

$$(d/d\bar{y}) (\bar{n}_1 \bar{u}_1 \bar{T}_1 + \bar{n}_2 \bar{u}_2 \bar{T}_2) + \frac{1}{\sqrt{2\pi\gamma}} (Re/M) \alpha_1 (\bar{n}_1 + \bar{n}_2) = 0 \quad (22e)$$

### Heat Flux

$$(d/d\bar{y}) (\bar{n}_1 \bar{T}_1^2 + \bar{n}_2 \bar{T}_2^2) + (4/15) \sqrt{(2/\pi\gamma)} (Re/M) \alpha_2 \alpha_3 (\bar{n}_1 + \bar{n}_2) = 0 \quad (22f)$$

Of course the boundary conditions [Eqs. (20)] are unchanged.



As expected, the small Mach number simplification leads to a split in the system of equations; namely, Eqs. (22 a, c, d, f) govern the four functions  $\bar{n}_1$ ,  $\bar{n}_2$ ,  $\bar{T}_1$ , and  $\bar{T}_2$ , while Eqs. (22 b, e) describe the behavior of  $\bar{u}_1$  and  $\bar{u}_2$ . This independence of thermodynamic variables and dynamic variables is a basic feature of low Mach number flow (10). The heat flux, temperature and density profiles so obtained are clearly valid for the problem of convective heat transfer between two stationary plates.

The three algebraic equations for the four functions  $\bar{n}_1$ ,  $\bar{n}_2$ ,  $\bar{T}_1$ , and  $\bar{T}_2$  [Eqs. (22a), (22c), and (22d)] permit these variables to be eliminated in favor of a single function  $G(\bar{y})$ ; then Eq. (22f) furnishes an ordinary first-order non-linear equation for  $G(\bar{y})$ . It turns out to be most convenient to take  $\bar{n}_1 \sqrt{\bar{T}_1} = \bar{n}_2 \sqrt{\bar{T}_2} = [G(\bar{y})]^{-1}$ . Then Eq. (22c) is reduced to

$$\sqrt{\bar{T}_1} + \sqrt{\bar{T}_2} = a_2 G \quad (23a)$$

while Eq. (22d) becomes

$$\bar{T}_2 - \bar{T}_1 = a_2 a_3 G \quad (23b)$$

From Eqs.(23a) and (23b) one finds

$$\bar{T}_1(\bar{y}) = (1/4) (a_2 G - a_3)^2 \quad (24a)$$

$$\bar{T}_2(\bar{y}) = (1/4) (a_2 G + a_3)^2 \quad (24b)$$

so that

$$\bar{n}_1(\bar{y}) = \frac{2}{G(a_2 G - a_3)} \quad (24c)$$

$$\bar{n}_2(\bar{y}) = \frac{2}{G(a_2 G + a_3)} \quad (24d)$$

After substitution, Eq. (22f) becomes

$$(\alpha_2^2 G^2 - \alpha_3^2) (d/d\bar{y}) (\alpha_2^2 G^2) + (64/15) \sqrt{(2/\pi\gamma)} (Re/M) \alpha_2 \alpha_3 = 0. \quad (25a)$$

Integration of this equation yields

$$G(\bar{y}) = \left[ (\alpha_3/\alpha_2)^2 \pm (2/\alpha_2) (\alpha_4 - \frac{32}{15} \sqrt{\frac{2}{\pi\gamma}} \frac{\alpha_3}{\alpha_2} \frac{Re}{M} \bar{y})^{\frac{1}{2}} \right]^{\frac{1}{2}}, \quad (25b)$$

where  $\alpha_4$  is the new integration constant. The plus sign in  $G(\bar{y})$  is taken owing to the fact that

$$\alpha_2^2 G^2 - \alpha_3^2 = (2\alpha_2/\bar{n}),$$

and

$$\alpha_2 > 0, \quad \bar{n} > 0 \quad \text{always.}$$

By using Eqs. (24), one finds that the boundary conditions

(Eqs. 20 b, d, and e) lead to the following conditions on  $G(\bar{y})$ :

$$G = \frac{2L + \alpha_3}{\alpha_2} \quad \text{at} \quad \bar{y} = \frac{1}{2} \quad (26a)$$

$$\left. \begin{array}{l} G = 1 \\ \alpha_2 + \alpha_3 = 2 \end{array} \right\} \quad \text{at} \quad \bar{y} = -\frac{1}{2} \quad (26b)$$

$$(26c)$$

[Here  $L = \sqrt{(T_I/T_{II})}$ ]. These three conditions are sufficient for the evaluation of  $\alpha_2$ ,  $\alpha_3$ , and  $\alpha_4$ ; the results are

$$\alpha_2 = \frac{\left[ (1 + \beta)(L^4 + 2L^3 + \beta) + L^2 \right]^{\frac{1}{2}} - (L^3 + 2L^2 - \beta - 1)}{(1 + \beta - L^2)} \quad (27a)$$

$$\alpha_3 = 2 - \alpha_2 = \frac{- \left[ (1 + \beta)(L^4 + 2L^3 + \beta) + L^2 \right]^{\frac{1}{2}} + (L^3 + \beta + 1)}{(1 + \beta - L^2)} \quad (27b)$$

$$\alpha_4 = 1 - 2(1 + \beta) (\alpha_3/\alpha_2) + (\alpha_3/\alpha_2)^2, \quad (27c)$$

in which the abbreviation  $\beta = (8/15) \sqrt{2/\pi\gamma}$  ( $\text{Re}/M$ ) is employed.

Once  $G(\bar{y})$  is known,  $\bar{n}_1$ ,  $\bar{n}_2$ ,  $\bar{T}_1$ ,  $\bar{T}_2$  are completely determined, and so are the average density  $\rho$ , temperature  $T$ , pressure  $p$  and the heat flux  $q_y$ . We obtain explicit solutions for these quantities, as follows:

$$\rho/\rho_{II} = (a_4 - 4\beta \frac{a_3}{a_2} \frac{y}{d})^{-\frac{1}{2}} \quad (28a)$$

$$T/T_{II} = (a_2/2) (a_4 - 4\beta \frac{a_3}{a_2} \frac{y}{d})^{\frac{1}{2}} \quad (28b)$$

$$p/p_{II} = (a_2/2) \quad (28c)$$

$$\frac{q_y}{(\frac{k_{cII} T_{II}}{d})} = (4/15) \sqrt{(2/\pi\gamma)} a_2 a_3 (\text{Re}/M) \quad , \quad (28d)$$

where the subscript II denotes quantities evaluated at  $T_{II}$ ,  $\rho_{II}$ .

By introducing the Stanton number

$$C_H = \frac{q_y}{\rho_{II} C_{pII} U (T_{II} - T_I)}$$

and using Eq. (28d), we obtain

$$C_H M = (4/15) \sqrt{(2/\pi\gamma)} \frac{a_2 a_3}{\text{Pr} (1 - L^2)} \quad . \quad (29)$$

Once the solutions for  $\bar{n}_1$ ,  $\bar{n}_2$ ,  $\bar{T}_1$ , and  $\bar{T}_2$  are obtained one can solve for  $\bar{u}_1$  and  $\bar{u}_2$  from Eqs. (22b) and (22e). But one is interested in the average velocity  $\bar{u}$  rather than  $\bar{u}_1$  or  $\bar{u}_2$ . According to Eq. (24)

$$\bar{n}_1 \bar{u}_1 \bar{T}_1 + \bar{n}_2 \bar{u}_2 \bar{T}_2 = (a_2/2) (\bar{u}_1 + \bar{u}_2) + \frac{a_3 a_1}{2}$$

while

$$\bar{u}(\bar{y}) = \frac{\bar{n}_1 \bar{u}_1 + \bar{n}_2 \bar{u}_2}{\bar{n}_1 + \bar{n}_2} = \frac{\bar{u}_1 + \bar{u}_2}{2} - \frac{a_3 a_1}{2 a_2} \quad .$$



Therefore,

$$d/d\bar{y} (\bar{n}_1 \bar{u}_1 \bar{T}_1 + \bar{n}_2 \bar{u}_2 \bar{T}_2) = \alpha_2 (d\bar{u}/d\bar{y}) \quad , \quad * \quad (30)$$

and Eq. (22e) is readily integrated to give

$$\bar{u} = (15/16) (\alpha_1/\alpha_3) (\alpha_4 - 4\beta \frac{\alpha_3}{\alpha_2} \bar{y})^{\frac{1}{2}} + \alpha_5 \quad (31)$$

where  $\alpha_1$  and  $\alpha_5$  are undetermined integration constants. The boundary conditions for  $\bar{u}_1$  and  $\bar{u}_2$  [Eqs. (20a, c)] can also be converted into two boundary conditions for  $\bar{u}$ :

$$\begin{aligned} \bar{u} &= \frac{1}{2} + L (\alpha_1/\alpha_2) & \text{at } \bar{y} = +\frac{1}{2} \\ \bar{u} &= -\frac{1}{2} - (\alpha_1/2) (1 + \frac{\alpha_3}{\alpha_2}) = -\frac{1}{2} - (\alpha_1/\alpha_2) & \text{at } \bar{y} = -\frac{1}{2} \quad , \end{aligned}$$

with  $\alpha_2$ ,  $\alpha_3$ , and  $\alpha_4$  given by Eqs. (27)

These two conditions lead to the evaluation of  $\alpha_1$  and  $\alpha_5$  in terms of the known quantities  $\alpha_2$ ,  $\alpha_3$ , and  $\alpha_4$ .

$$\begin{aligned} \alpha_1 &= \frac{1}{(15/16)(1/\alpha_3) \left[ (\alpha_4 - 2\beta \frac{\alpha_3}{\alpha_2})^{\frac{1}{2}} - (\alpha_4 + 2\beta \frac{\alpha_3}{\alpha_2})^{\frac{1}{2}} \right] - \frac{1+L}{\alpha_2}} \\ \alpha_5 &= -\frac{1}{2} \cdot \frac{(15/16)(1/\alpha_3) \left[ (\alpha_4 - 2\beta \frac{\alpha_3}{\alpha_2})^{\frac{1}{2}} + (\alpha_4 + 2\beta \frac{\alpha_3}{\alpha_2})^{\frac{1}{2}} \right] + \frac{1-L}{\alpha_2}}{(15/16)(1/\alpha_3) \left[ (\alpha_4 - 2\beta \frac{\alpha_3}{\alpha_2})^{\frac{1}{2}} - (\alpha_4 + 2\beta \frac{\alpha_3}{\alpha_2})^{\frac{1}{2}} \right] - \frac{1+L}{\alpha_2}} \quad , \end{aligned}$$

---

\* This result means that  $p_{xy} = \mu_c (du/dy)$  in the limiting case  $M^2 \ll 1$  regardless of the plate temperature ratio.

Therefore,

$$u/U = \frac{(15/16)(1/a_3)}{(15/16)(1/a_3) \left[ (a_4 - 2\beta \frac{a_3}{a_2})^{\frac{1}{2}} - (a_4 + 2\beta \frac{a_3}{a_2})^{\frac{1}{2}} \right] - \frac{1+L}{a_2}} \times \left\{ (a_4 - 4\beta \frac{a_3}{a_2} \frac{y}{d})^{\frac{1}{2}} - \frac{1}{2} \left[ (a_4 - 2\beta \frac{a_3}{a_2})^{\frac{1}{2}} + (a_4 + 2\beta \frac{a_3}{a_2})^{\frac{1}{2}} \right] - \frac{1-L}{2a_2} \right\} \quad (32)$$

By employing Eq.(21a) , we can express the shearing stress as

$$\frac{P_{xy}}{\rho_{II} \sqrt{\gamma R T_{II}} U} = - \frac{a_1}{\sqrt{2\pi\gamma}}$$

where  $a_1 < 0$ .

Define the skin friction coefficient  $C_D$

$$C_D = \frac{P_{xy}}{\frac{1}{2} \rho_{II} U^2}$$

then

$$C_D M = - (C_D M)_0 a_1$$

where  $(C_D M)_0$  = the value of  $C_D M$  for free molecular flow ( $Re/M = 0$ ) =  $\sqrt{(2/\pi\gamma)}$ .

In this limiting case of low Mach number flow  $P_{yy} \approx -p$  and  $p_{yy} \approx 0$  [Eqs. (21c, e)] so that both  $P_{yy}$  and  $p$  are constant across the flow, as shown by Eq. (28c). Also the energy equation [Eq. (9e)] states that  $q_y = \text{constant}$  in the absence of dissipation. When in addition

$L^2 = (T_I/T_{II}) \rightarrow 1$  , then  $a_3 = 0$  (  $\frac{T_I - T_{II}}{T_I}$  ) , as shown by Eq. (27b) and all of these results [Eqs. (28a), (28b), (29), and (31)] reduce to the solutions found previously in Reference 10.

As a numerical example we take  $T_I/T_{II} = 4$ ; the velocity and temperature profiles for this case are shown in Figures 3 and 4. In Figures 5 and 6 the normalized skin-friction and heat transfer coefficients are plotted against  $Re/M$ . These results are discussed in Section III.

### II. C. Arbitrary Mach Number and Plate Temperature Ratio

When the Mach number and plate temperature ratio are both arbitrary the velocity and temperature fields are closely coupled. In that case the four algebraic conservation relations [Eqs. (19a) - (19d)] allow us to replace the six unknown functions by two independent functions  $F(\bar{y})$  and  $G(\bar{y}) = (n_1 \sqrt{T_1})^{-1} = (n_2 \sqrt{T_2})^{-1}$ , and Eqs. (19e) and (19f) furnish two simultaneous, first-order, non-linear ordinary differential equations for  $F$  and  $G$ .

In the expressions for  $\bar{n}_1$ ,  $\bar{T}_1$ ,  $\bar{n}_2$ ,  $\bar{T}_2$  given in Section II. B the constant  $a_3$  is replaced by the function  $F(y)$ . Thus, Eqs. (19a) and (19c) are automatically satisfied by taking

$$\bar{n}_1(\bar{y}) = \frac{2}{G(a_2 G - F)} \quad (33a)$$

$$\bar{n}_2(\bar{y}) = \frac{2}{G(a_2 G + F)} \quad (33b)$$

$$\bar{T}_1(\bar{y}) = (1/4)(a_2 G - F)^2 \quad (33c)$$

$$\bar{T}_2(\bar{y}) = (1/4)(a_2 G + F)^2 \quad (33d)$$

and Eqs. (19b) and (19d) yield

$$\bar{u}_1(\bar{y}) = \frac{1}{2} \left[ \frac{4}{\gamma_M^2} \cdot \frac{a_2}{a_1} (a_3 - F) - a_1 G \right] \quad (33e)$$

$$\bar{u}_2(\bar{y}) = \frac{1}{2} \left[ \frac{4}{\gamma_M^2} \cdot \frac{a_2}{a_1} (a_3 - F) + a_1 G \right] \quad (33f)$$



After substitution, Eqs. (19e) and (19f) become two integrable equations governing  $G(\bar{y})$  and  $F(\bar{y})$ , as follows:

$$(a_2^2 G^2 - F^2) (dF/d\bar{y}) - \frac{8}{\sqrt{2\pi\gamma}} (Re/M) \frac{a_1}{\left(\frac{4}{\gamma M^2} \frac{a_2}{a_1} - \frac{a_1}{a_2}\right)} = 0 \quad (34)$$

$$G (dG/d\bar{y}) + \lambda_1 F (dF/d\bar{y}) = 0 \quad (35)$$

where

$$\lambda_1 = \lambda_1(a_1, a_2, \gamma M^2) = (1/3) \cdot \frac{21 + \gamma M^2 \left(\frac{a_1}{a_2}\right)^2 + \frac{32}{\gamma M^2} \left(\frac{a_2}{a_1}\right)^2}{\gamma M^2 a_1^2 + 5 a_2^2} \quad (35a)$$

Eq. (35) immediately yields the relation

$$G^2 + \lambda_1 F^2 = a_5 \quad (36)$$

By employing this expression, Eq. (34) can also be integrated. Thus

$$\lambda_3 F^3 - \lambda_2 a_5 F + \frac{8}{\sqrt{2\pi\gamma}} \cdot (Re/M) \cdot (a_1/a_2) \bar{y} + a_4 = 0 \quad (37)$$

where  $a_4, a_5$  are two new integration constants, and

$$\lambda_2 = \lambda_2(a_1, a_2, \gamma M^2) = a_2 \left( \frac{4}{\gamma M^2} \cdot \frac{a_2}{a_1} - \frac{a_1}{a_2} \right)$$

$$\lambda_3 = \lambda_3(a_1, a_2, \gamma M^2) = (1/3) \left( a_2 \lambda_1 + \frac{1}{a_2} \right) \left( \frac{4}{\gamma M^2} \frac{a_2}{a_1} - \frac{a_1}{a_2} \right)$$

When the five boundary conditions [Eq. (20)] are converted into conditions on  $G(y)$  and  $F(y)$  by employing Eqs. (33), one obtains

$$\text{at } \bar{y} = -\frac{1}{2} \quad \left\{ \begin{array}{l} G = 1 \\ F = 2 - a_2 \\ (a_2/a_1)(a_3 - F) + \frac{\gamma M^2}{4} a_1 G + \frac{\gamma M^2}{4} = 0 \end{array} \right. \quad \begin{array}{l} (38a) \\ (38b) \\ (38c) \end{array}$$

$$\text{at } \bar{y} = +\frac{1}{2} \quad \left\{ \begin{array}{l} G = - \frac{\frac{\gamma M^2}{4} a_1 - 2 L a_2 - a_2 a_3}{(\gamma M^2/4) a_1^2 + a_2^2} \\ F = - \frac{(\gamma M^2/2) L a_1^2 + (\gamma M^2/4) a_1 a_2 - a_2^2 a_3}{(\gamma M^2/4) a_1^2 + a_2^2} \end{array} \right. \quad \begin{array}{l} (38d) \\ (38e) \end{array}$$

By substituting these conditions into Eqs. (36) and (37) one gets a system of five algebraic equations governing the five  $a$ 's:

$$\left( \frac{\frac{\gamma M^2}{4} a_1 - 2 L a_2 - a_2 a_3}{(\gamma M^2/4) a_1^2 + a_2^2} \right)^2 + \lambda_1 \left[ \left( \frac{\frac{\gamma M^2}{2} L a_1^2 + \frac{\gamma M^2}{4} a_1 a_2 - a_2^2 a_3}{(\gamma M^2/4) a_1^2 + a_2^2} \right)^2 - (2 - a_2)^2 \right] - 1 = 0 \quad (39a)$$

$$\begin{aligned} & \lambda_3 \left[ \left( \frac{\frac{\gamma M^2}{2} L a_1 + \frac{\gamma M^2}{4} a_1 a_2 - a_2^2 a_3}{(\gamma M^2/4) a_1^2 + a_2^2} \right)^3 + (2 - a_2)^3 \right] \\ & - \lambda_2 \left[ 1 + \lambda_2 (2 - a_2)^2 \right] \\ & \times \left[ \left( \frac{\frac{\gamma M^2}{2} L a_1 + \frac{\gamma M^2}{4} a_1 a_2 - a_2^2 a_3}{(\gamma M^2/4) a_1^2 + a_2^2} \right) + (2 - a_2) \right] - \frac{8}{\sqrt{2\pi\gamma}} \frac{\text{Re } a_1}{M a_2} = 0 \end{aligned} \quad (39b)$$

$$a_3 = 2 - a_2 - (\gamma M^2/4) (a_1/a_2) (1 + a_1) \quad (39c)$$

$$a_4 = (\lambda_1 \lambda_2 - \lambda_3)(2 - a_2)^3 + \lambda_2(2 - a_2) + (4/\sqrt{2\pi\gamma})(Re/M)(a_1/a_2) \quad (39d)$$

$$a_5 = 1 + \lambda_1(2 - a_2)^2 \quad (39e)$$

Solving numerically for the  $a$ 's is not so tedious as it seems. The first two equations, in which the value of  $a_3$  is given by Eq. (39c), can be solved simultaneously for  $a_1$  and  $a_2$  by means of trial and error. The fact that  $(-a_1)$  always varies monotonically between unity and zero as  $Re/M$  increases simplifies the iteration procedure considerably. By consulting the  $C_{DM}/(C_{DM})_0$  diagram, one can make a fairly good first estimate of  $a_1$ , then one can solve for  $a_2$  from Eq. (39a), and substitute these values of  $a_1$  and  $a_2$  into Eqs. (39b) to check if the  $Re/M$  so obtained deviates from the given value. This procedure converges very rapidly to the final result. As soon as  $a_1$ ,  $a_2$  are known, the other three constants are readily determined from Eqs. (39 c, d, and e).

All mean quantities of interest are expressed in terms of  $F$ ,  $G$ , and the five  $a$ 's as follows:

$$u/U = (2/\gamma M^2) \left[ (a_3 a_2 / a_1) - \left( \frac{a_2}{a_1} + \frac{\gamma M^2}{4} \frac{a_1}{a_2} \right) F \right] \quad (40a)$$

$$T/T_{II} = 1/4 \left[ 1 + (\gamma M^2/3) (a_1/a_2)^2 \right] (a_2^2 G^2 - F^2) \quad (40b)$$

$$\rho/\rho_{II} = \frac{2a_2}{a_2^2 G^2 - F^2} \quad (40c)$$

$$\frac{P_{xy}}{\rho_{II} \sqrt{\gamma R T_{II}} U} = - (a_1 / \sqrt{2\pi\gamma}) \quad (40d)$$



$$\frac{q_y}{(k_{cII} T_{II} / d)} = (4/15) \sqrt{(2/\pi\gamma)} (Re/M) a_1 \left( \frac{a_2}{a_1} + \frac{\gamma M^2}{4} \frac{a_1}{a_2} F \right) . \quad (40e)$$

Hence,

$$C_D M / (C_D M)_0 = -a_1 \quad \text{where} \quad (C_D M)_0 = \sqrt{(2/\pi\gamma)} \quad (40f)$$

and

$$C_H M = (4/15) \sqrt{(2/\pi\gamma)} \frac{a_1}{Pr (1 - L^2)} \left( \frac{a_2}{a_1} + \frac{\gamma M^2}{4} \frac{a_1}{a_2} F \right) . \quad (40g)$$

In practice, for a particular  $\bar{y}$ , more than one value of  $F$  is obtained, because Eq. (37) is a third order algebraic equation always having three real roots. A typical variation of  $F(\bar{y})$  is sketched in Figure 7. Now  $F(\bar{y})$  is a continuous function of  $\bar{y}$  in the gas, so that only one of the three possible branches is physically acceptable. When  $L^2 = 1$ , the velocity profile is always anti-symmetrical about the mid-plane, so that  $F(\bar{y})$  is also anti-symmetrical [Eq. (40a)]. Thus, only the intermediate heavily-lined branch (2) is physically realistic in this case. When  $L^2 > 1$  the behavior of  $F(\bar{y})$  is more complicated. According to Eq. (34) for  $(dF/d\bar{y})$ , when  $Re/M \rightarrow \infty$ ,  $F(\bar{y}) \rightarrow \text{constant}$ . As  $Re/M$  decreases the curve of  $F$  vs.  $\bar{y}$  gradually rotates in the counterclockwise direction at first, and the pivot point moves smoothly along the  $F$ -axis in one direction. At some intermediate value of  $Re/M$  the curve of  $F$  vs.  $\bar{y}$  reverses its direction of rotation and finally reaches a horizontal position in the limit  $Re/M \rightarrow 0$ . Evidently only the heavily-lined branch is physically realistic for any arbitrary values of  $L^2$ ,  $M^2$ , and  $Re/M$ . [See Section III. E.]

As a numerical illustration we take  $M = 3$ ,  $L^2 = T_{II}/T_I = 4$ . The skin-friction and heat transfer coefficients are shown as functions of  $Re/M$  in Figures 5 and 6, and the velocity and temperature profiles are plotted in Figures 8 and 9. These results are discussed in Section III.

## II. D. Special Case of Equal Plate Temperatures, But Arbitrary Mach Number

Although this special case is included in the general analysis given in Section II. C, there are certain important simplifications. When both plates have the same temperature, then obviously  $\bar{u}_1$ ,  $\bar{u}_2$ , and  $\bar{u}$  are all anti-symmetrical, while  $\bar{T}_1$ ,  $\bar{T}_2$ , and  $\bar{T}$  (or  $\bar{n}$ ) must be symmetrical with respect to  $\bar{y} = 0$ , i. e.,

$$\bar{u}_1(\bar{y}) = -\bar{u}_2(-\bar{y}) \quad \text{and} \quad \bar{T}_1(\bar{y}) = \bar{T}_2(-\bar{y}) .$$

From Eqs. (33a) and (40a), one sees that

$$F(\bar{y}) = -F(-\bar{y}) \tag{41a}$$

$$G(\bar{y}) = G(-\bar{y}) . \tag{41b}$$

Therefore,  $F(0) = 0$ , and from Eq. (37), we have  $a_4 = 0$ . At  $\bar{y} = 0$ , one can conclude from Eqs. (41b), (33e), and (33f) that

$$a_3 = 0 ,$$

since  $a_1$  and  $a_2$  remain finite for all possible values of  $M$  and  $Re/M$ .

The non-trivial  $a$ 's are then governed by Eqs. (39c, d, and e)

$$a_2(2 - a_2) - (\gamma M^2/4) a_1(1 + a_1) = 0 \tag{42a}$$

$$(\lambda_1 \lambda_2 - \lambda_3)(2 - a_2)^3 + \lambda_2(2 - a_2) + \frac{4}{\sqrt{2\pi\gamma}} (Re/M)(a_1/a_2) = 0 \tag{42b}$$

$$a_5 = 1 + \lambda_1(2 - a_2)^2 \tag{42c}$$

So one can easily express  $a_2$  in terms of  $a_1$  by means of Eq. (42a).

Selecting the positive root,

$$a_2 = 1 + \sqrt{1 - (\gamma M^2/4) a_1(1 + a_1)} .$$

By substituting this expression for  $a_2$  into Eq. (42b), one solves for  $a_1$ , and then one obtains  $a_5$  from Eq. (42c).

The variation of skin-friction coefficient with the rarefaction parameter  $Re/M$  for the case  $M = 3$ ,  $T_I/T_{II} = 1$  is shown in Figure 5, and the velocity and temperature profiles are plotted in Figures 10 and 11.

### III. DISCUSSION AND CONCLUSIONS

#### III. A. Skin-Friction and Heat Transfer Coefficients

As expected from the structure of the basic differential equations [Eq. (19)] the variation of the skin friction and heat transfer coefficients with  $Re/M$  is smooth and continuous over the whole range (Figures 5 and 6). For all values of Mach number and plate temperature ratio  $C_D M$  approaches the value given by the solution of the Navier-Stokes equations as  $Re/M \rightarrow \infty$  (Appendix), and  $C_D M$  approaches the free molecule flow value of  $\sqrt{\gamma(\pi\gamma/2)}$  as  $Re/M \rightarrow 0$ . According to Eq. (A-9),

$$(C_D M)_{\text{Navier Stokes}} = \frac{2}{(Re/M)} \left[ \frac{1}{2} \left\{ 1 + (T_I/T_{II}) + ((\gamma-1)/6) Pr M^2 \right\} \right]. \quad (A-9)$$

This behavior suggests that the rarefaction parameter should be renormalized by replacing  $Re/M$ , based on physical quantities evaluated at  $T_{II}$ ,  $\rho_{II}$ , with a new parameter  $(Re/M)^*$ , where

$$(Re/M)^* = (Re/M) \cdot \frac{2}{1 + (T_I/T_{II}) + ((\gamma-1)/6) Pr M^2}.$$

This procedure amounts to evaluating the "proper" mean free path at a density corresponding to a certain "kinetic temperature", i. e.,

$$(\lambda/d)^* = (\lambda_{II}/d) \cdot (T_K/T_{II}),$$

where  $T_K/T_{II}$  is given by the bracket in Eq. (A-9). Evidently  $(\lambda/d)^* > (\lambda_{II}/d)$  for high values of  $M^2$  and/or  $T_I/T_{II}$ .

In Figure 12 the drag coefficient is replotted in terms of this new rarefaction parameter  $(Re/M)^*$ . In these coordinates all the curves deviate only slightly from the "basic" curve corresponding to  $M^2 = 0$ ,  $T_I/T_{II} = 1$ . Appreciable deviations ( $\approx 10$  per cent) from the classical



Navier-Stokes solution occur even at values of  $Re/M$  as high as 30, or  $(\lambda/d)^* = 1/20$ . The approach to free-molecule flow is also quite slow, because the solutions are simple algebraic functions of  $Re/M$ . On the other hand, the major portion of the transition from the classical Navier-Stokes regime to the highly rarefied regime occurs over an interval of less than a decade in  $Re/M$  or gas density  $\left[ 3 < (Re/M)^* < 30, \text{ or } \frac{1}{2} < (\lambda/d)^* < 1/20 \right]$ . This behavior must be closely connected with the "cascading" effect of particle collisions in the gas. When a particle suffers only one or two collisions in passing from one plate to the other the effect on the particle velocity distribution is small. But when 5 - 10 collisions occur, especially with particles emitted from the opposite plate, the effect is cumulative, and almost all the particles quickly forget their original place of birth.

Since the Mach number appears in the definition of "kinetic temperature" only as the factor  $((\gamma-1)/6) Pr M^2 = (2/27) M^2$  for a monatomic gas, the drag coefficient is rather insensitive to Mach number for  $M < 1.5$ . This conclusion agrees with the experimental results of Bowyer and Talbot (3), Kuhlthau (9), and Chiang (4) for cylindrical Couette flow with small ratio of annulus width to cylinder radius.

### III. B. Shear Stress and Normal Heat Flux

By utilizing Eq. (21a), one finds that

$$\frac{P_{xy}}{\mu_c (du/dy)} = - (Re/M) \frac{a_1}{\sqrt{2\pi \gamma}} \left( \frac{1}{n} \frac{d\bar{u}}{dy} \right)^{-1} . \quad (43)$$

But according to Eq. (40a),

$$(d\bar{u}/dy) = - \frac{1}{2} \left[ \frac{4}{\gamma M^2} \frac{a_2}{a_1} + \frac{a_1}{a_2} \right] \frac{dF}{dy} ,$$

so that the ratio  $\frac{p_{xy}}{\mu_c (du/dy)}$  is constant across the flow [Eq. (43)], and is given by

$$\frac{p_{xy}}{\mu_c (du/dy)} = (\tilde{\mu}/\mu_c) = \frac{1}{\left[1 + \frac{\gamma M^2}{3} (a_1/a_2)^2\right]} \frac{\left[\frac{4}{\gamma M^2} (a_2/a_1) - (a_1/a_2)\right]}{\left(\frac{4}{\gamma M^2} (a_2/a_1) + (a_1/a_2)\right)}. \quad (44)$$

Clearly  $\tilde{\mu} \rightarrow \mu_c$  when  $M^2 \rightarrow 0$ , or when  $Re/M \gg 1$ , for any values of  $M^2$  and  $T_I/T_{II}$ . On the other hand at any finite fixed values of  $T_I/T_{II}$  and  $Re/M$  the ratio  $\tilde{\mu}/\mu_c$  decreases rapidly with increasing plate Mach number. This behavior is connected with the fact that the (non-dimensional) shear stress is not much affected by plate velocity, but the gas temperature is everywhere large in a rarefied gas at high plate Mach number. In Figure 13 this behavior is shown schematically for the limiting case  $Re/M = 0$ . In Figure 15 the variation of  $\tilde{\mu}/\mu_c$  with  $Re/M$  is illustrated for two values of  $T_I/T_{II}$  at  $M = 3$ . Again one sees that the transition from the classical Navier-Stokes regime to the almost free molecule flow regime occurs over about one decade in the rarefaction parameter.

We observe that  $\tilde{\mu}/\mu_c \rightarrow 1$  when  $T_I/T_{II} \gg 1$  (Figure 13). In this case the condition of zero normal velocity [Eq. (19a)] shows that  $n_{II}/n_I = \sqrt{T_I/T_{II}} \gg 1$  when  $Re/M = 0$ , and the mean temperature in the gas approaches the geometric mean value  $\sqrt{T_I T_{II}}$ , regardless of the Mach number (Eq. (21d)). Thus the "proper" Mach number is based on this mean temperature, or

$$\tilde{M}^2 = M^2 \sqrt{T_{II}/T_I} \rightarrow 0 \quad \text{when} \quad T_I/T_{II} \gg 1,$$

and it is not surprising that  $p_{xy} \rightarrow \mu_c (du/dy)$  in this limiting case. In fact this argument is valid for all values of  $Re/M$  and  $M^2$ . To prove this conclusion formally, one observes that

$$\frac{P_{yy}}{n_{II} k T_{II}} = -(a_2/2) = -\frac{1}{2} (\bar{n}_1 \bar{T}_1 + \bar{n}_2 \bar{T}_2) \cong -\frac{1}{2} \bar{n}_2 \bar{T}_2 \sqrt{\bar{T}_1/\bar{T}_2} ,$$

when  $T_I/T_{II} \gg 1$ , so that  $a_2 \gg 1$ . Then Eq. (44) shows that

$$\tilde{\mu}_c \rightarrow \mu_c .$$

Similar remarks apply to the ratio of normal heat flux  $q_y$  to  $-k_c(dT/dy)$ . One finds that

$$\frac{q_y}{-k_c(dT/dy)} = \frac{(2/15) \gamma M^2 \left[ \frac{4}{\gamma M^2} (a_2/a_1) + (a_1/a_2) \right] \left[ \frac{4}{\gamma M^2} (a_2/a_1) - (a_1/a_2) \right]}{\left[ 1 + \frac{\gamma M^2}{3} (a_1/a_2)^2 \right] \left[ 1 + a_2^2 \lambda_1 \right]} .$$

The variation of this ratio with the parameters  $T_I/T_{II}$  and  $M^2$  in the limiting case  $Re/M \rightarrow 0$  is shown in Figure 14.

### III C. Mean Temperature and Mean Velocity Profiles

When  $M^2 \ll 1$  the mean gas temperature approaches the geometric mean  $\sqrt{T_I T_{II}}$  in the limit  $Re/M \rightarrow 0$ , as expected from the statistical weighting of the two Maxwellian streams. For arbitrary Mach numbers the gas temperature in this limiting case is equal to the geometric mean, plus a "kinetic" term [Eq. (21d) and Figure 9]. The temperature profiles pass smoothly from this free-molecule flow behavior to the behavior predicted by the Navier-Stokes-Fourier relations as  $Re/M$  increases.

The behavior of the mean velocity profiles is more interesting. By starting with Eq. (21a) for the shear stress, and introducing the boundary conditions [Eq. (20)], one can derive a very simple relation for the ratio of the velocity slip at the two plates. Thus,



$$\text{at } y = + d/2, \quad \bar{n}_1 \sqrt{\bar{T}_1} \left( \frac{1}{2} - \bar{u}_2 \right) = -\alpha_1 \quad (45a)$$

$$\text{at } y = - d/2, \quad \left( \frac{1}{2} + \bar{u}_1 \right) = -\alpha_1 \quad (45b)$$

By utilizing the expression for mean velocity [Eq. (18)] at  $y = \pm d/2$ , the quantities  $\bar{u}_2 (+ d/2)$  and  $\bar{u}_1 (- d/2)$  are eliminated in favor of  $\bar{u}$ , and Eqs. (45a) and (45b) become

$$(\bar{n}_1/\bar{n}_2) \bar{n} \sqrt{\bar{T}_1} \left[ \frac{1}{2} - \bar{u} (d/2) \right] = -\alpha_1 \quad (45c)$$

$$(\bar{n}/\bar{n}_1) \left[ \bar{u} (- d/2) + \frac{1}{2} \right] = -\alpha_1 \quad (45d)$$

But Eqs. (19a) and (19c) yield the relation

$$\bar{n} \sqrt{\bar{T}_1 \bar{T}_2} = \text{constant} = \alpha_2 \quad (45e)$$

By utilizing this last relation, Eq. (19a), and the boundary conditions on  $\bar{T}_1$  and  $\bar{T}_2$  one obtains

$$\frac{\frac{1}{2} - \bar{u} (+ d/2)}{\bar{u} (- d/2) + \frac{1}{2}} = \sqrt{\bar{T}_I/\bar{T}_{II}} \quad (46)$$

independently of  $\text{Re}/M$  or  $M^2$ .

In the Navier-Stokes regime most of the gas follows the hot plate (Figures 3 and 8) because  $\mu_c \sim T$ , and the stopping power of the hot plate is larger. However, the situation is reversed as the gas density decreases, because according to Eq. (46) the velocity "slip" at the hot plate is larger than at the cold plate. Finally, in the limit  $\text{Re}/M \rightarrow 0$ , most of the gas follows the cold plate.

When  $\bar{T}_I/\bar{T}_{II} \gg 1$ , the velocity slip at the cold plate is small, because the number density of particles emitted from the cold plate is much larger than the number density emitted from the hot plate. In this



case  $p_{xy} \rightarrow \mu_c (du/dy)$  (Section III. B), yet the flow bears no resemblance to the predictions of the classical Navier-Stokes equations with no slip. Especially in the highly rarefied flow regime the mean velocity is determined by the statistical weighting of the influence of the two plates.

### III. D. Comparison of Present Results with Maxwell's Velocity Slip Relation

When the gas is not too rarefied Maxwell suggested that the Newtonian relation  $p_{xy} = \mu_c (du/dy)$  might hold in the main body of the gas, up to a distance of the order of one local mean free path from a solid surface. By considering the balance of tangential momentum at the surface itself, Maxwell found that

$$u_{\text{gas}} - u_{\text{wall}} \approx \left( \frac{2\mu_c}{\rho \tilde{c}} \frac{du}{dy} \right)_{\text{wall}} ,$$

for completely diffuse reemission. According to kinetic theory,

$\mu_c = (a/2) \rho \tilde{c} \lambda$ , where  $\tilde{c} = \sqrt{(8kT/\pi)}$ , and  $a$  is a numerical factor of order unity, so that  $u_g - u_w \approx a \left( \lambda \frac{du}{dy} \right)_w$ . It is interesting to compare this simple and widely-used suggestion with the results obtained from the present approximate solution of the Maxwell-Boltzmann equation.

When  $M^2 \ll 1$ ,  $p_{xy} \rightarrow \mu_c (du/dy)$  everywhere, according to the present solution (Sections II. B and III. B). At the upper plate [Eqs. (21a), (45c), and (45e)] ,

$$p_{xy} (+d/2) = \left( \rho_{II} \sqrt{\frac{2T_{II}}{2\pi}} U \right) \left[ \frac{a_2}{\sqrt{T_I/T_{II}}} \left( \frac{1}{2} - \bar{u} \right) \right] = \left( \mu_c \frac{du}{dy} \right)_{y=+d/2} .$$

But  $(a_2/2) = \rho T / \rho_{II} T_{II}$  [Eq. (28c)] ; therefore,

$$(U/2) - u(+d/2) = \frac{2\mu_c}{\rho \tilde{c}} \sqrt{T_I/T} (du/dy)_{y=+d/2} = a \lambda \sqrt{T_I/T} (du/dy)_{y=+d/2} ,$$

where  $(\rho \tilde{c})$  and  $\mu_c$ , and  $\lambda$  are evaluated at the gas temperature (or the gas density), and not the surface temperature.

One sees that even for  $M^2 \ll 1$  the Maxwell velocity slip relation is strictly correct only when the gas temperature and the surface temperature are nearly equal, i. e., when  $(T_I - T_{II})/T_I \ll 1$  (Reference 10), or when  $Re/M \gg 1$ . But

$$\sqrt{T_I/T} \approx 1 + \frac{1}{2} \left( \frac{\Delta T}{T_I - T_{II}} \right) \left( \frac{T_I - T_{II}}{T_I} \right) + \dots,$$

where  $\Delta T = T_I - T(d/2)$ . Now,  $\Delta T/(T_I - T_{II}) \sim 0.10$  when  $(Re/M)^* = 30$ , so that the Maxwell velocity slip relation is in error by 5 per cent when  $T_I/T_{II} = 2$  and  $(Re/M)^* = 30$ , or  $(\lambda/d)^* = 1/20$ . Thus the usual velocity slip relation is quite useful in the near-Navier-Stokes regime, as Maxwell suggested.

For arbitrary Mach number  $p_{xy} \neq \mu_c (du/dy)$ , and  $(a_2/2) \neq \rho T/\rho_{II} T_{II}$ .

In that case the velocity slip can be expressed as follows:

$$(U/2) - u(+d/2) = a \left[ \lambda \frac{\delta}{\sqrt{T_2/T}} (du/dy) \right]_{y=+d/2},$$

where

$$\delta = \frac{p_{xy}}{\mu_c (du/dy)}.$$

By utilizing Eq. (44), Section III. B, one can show that for  $Re/M \gg 1$ ,

$$\delta = 1 - \mathcal{A}_1 (Re/M)^{-2} + \dots;$$

also,  $T_2/T = 1 + \mathcal{A}_2 (Re/M)^{-1}$  where  $\mathcal{A}_1$  and  $\mathcal{A}_2$  are constants. Once again the Maxwell velocity slip relation is found to be correct to first order  $[(Re/M)^{-1}]$  for large  $Re/M$ . The departure from the Navier-Stokes relation is of second order. We conclude that Maxwell's suggestion is a good first-approximation for arbitrary Mach number and plate temperature

ratio in the near-Navier-Stokes regime. One could not expect it to hold for the transitional or highly rarefied flow regimes.

### III. E. Limitations of the Six-Moment Approximation

Our original choice of six Maxwell moments (Section II. A) is expected to furnish a good first approximation for plane Couette flow when  $M = 0(1)$ . But at high plate Mach numbers ( $M^2 \gg 1$ )  $p_{xx}$  and  $p_{yy}$  are of the same order as  $q_y$  in a rarefied gas [Eqs. 21 b, c, e, and f], and the six-moment approximation is inadequate.

As an indication of the limitations of this approximation, consider the differential equation for  $(dF/dy)$  [Eq. (34)]:

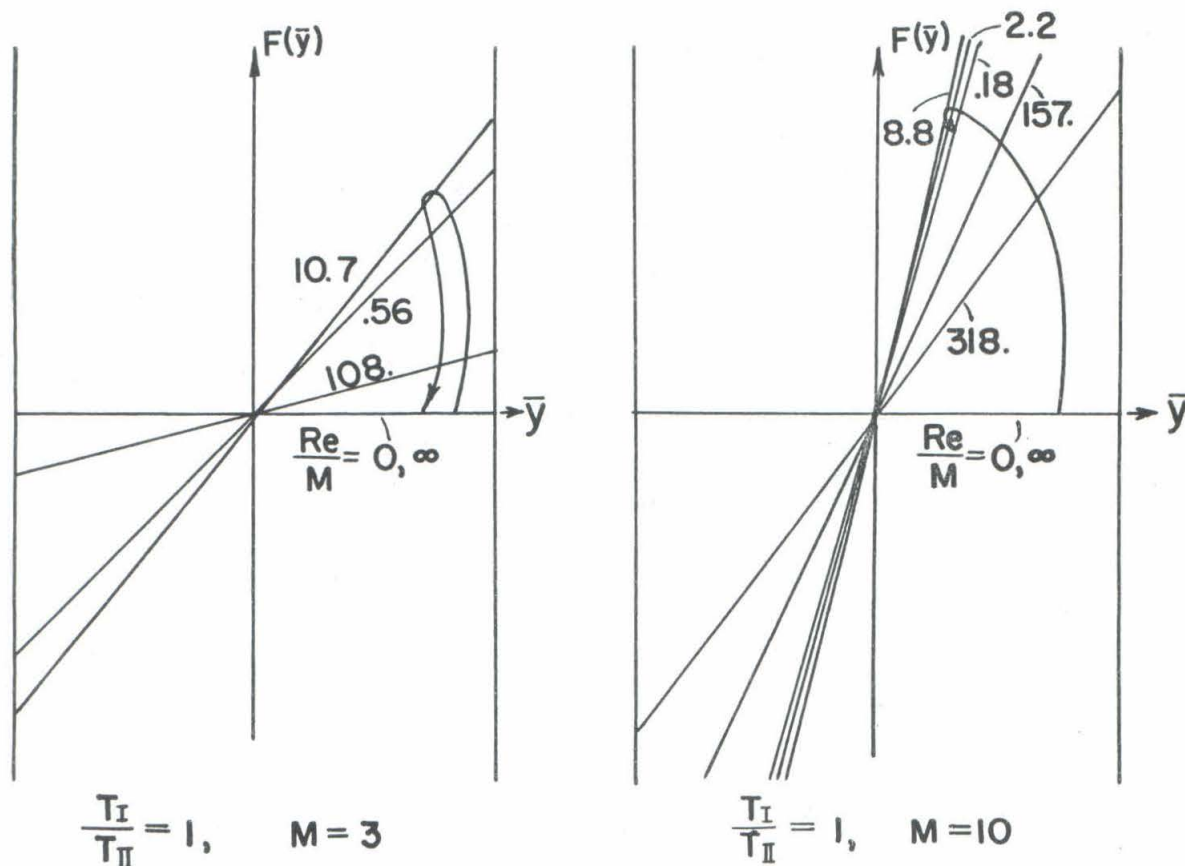
$$dF/d\bar{y} = - \frac{8}{\sqrt{2\pi\gamma}} \frac{\alpha_1}{(\alpha_2^2 G^2 - F^2)} \left[ \left( -\frac{4}{\gamma M^2} \frac{\alpha_2}{\alpha_1} + \frac{\alpha_1}{\alpha_2} \right)^{-1} \right]. \quad (46)$$

When  $Re/M \gg 1$ ,  $\alpha_2 \rightarrow 2$  and  $\alpha_1 = 0$  [ $(Re/M)^{-1}$ ], so the quantity in brackets is positive and  $0$  [ $(Re/M)^{-1}$ ]. On the other hand when  $Re/M \rightarrow 0$ ,  $\alpha_2 = \bar{n}_1 \bar{T}_1 + \bar{n}_2 \bar{T}_2 \rightarrow (1 + \sqrt{T_I/T_{II}})$ , and  $\alpha_1 \rightarrow -1$ , so the bracket  $\rightarrow (1 + L) \left[ \frac{4}{\gamma M^2} (1 + L)^2 - 1 \right]^{-1}$ , where  $L = \sqrt{T_I/T_{II}}$ . So long as  $M^2 < (4/\gamma)(1 + L)^2$  this bracket is positive when  $Re/M = 0$ , and remains positive for all values of  $Re/M$ . However, when  $M^2 > (4/\gamma)(1 + L)^2$  the bracket is negative in the limit  $Re/M \rightarrow 0$ , and therefore must have changed sign for some intermediate value of  $Re/M$ . Such behavior is physically unrealistic, and some difficulties are to be expected with the six-moment approximation. (For  $\gamma = 5/3$  and  $L = 1$ , the "critical" Mach number is 3.1.)

Without going into details we indicate the actual behavior of the curve of  $F(\bar{y})$  vs.  $\bar{y}$  and the behavior of  $\bar{u}$  ( $+\frac{1}{2}$ ) for values of  $M^2$  smaller and larger than  $(4/\gamma)(1 + L)^2$ . As specific examples, we selected  $L = 1$

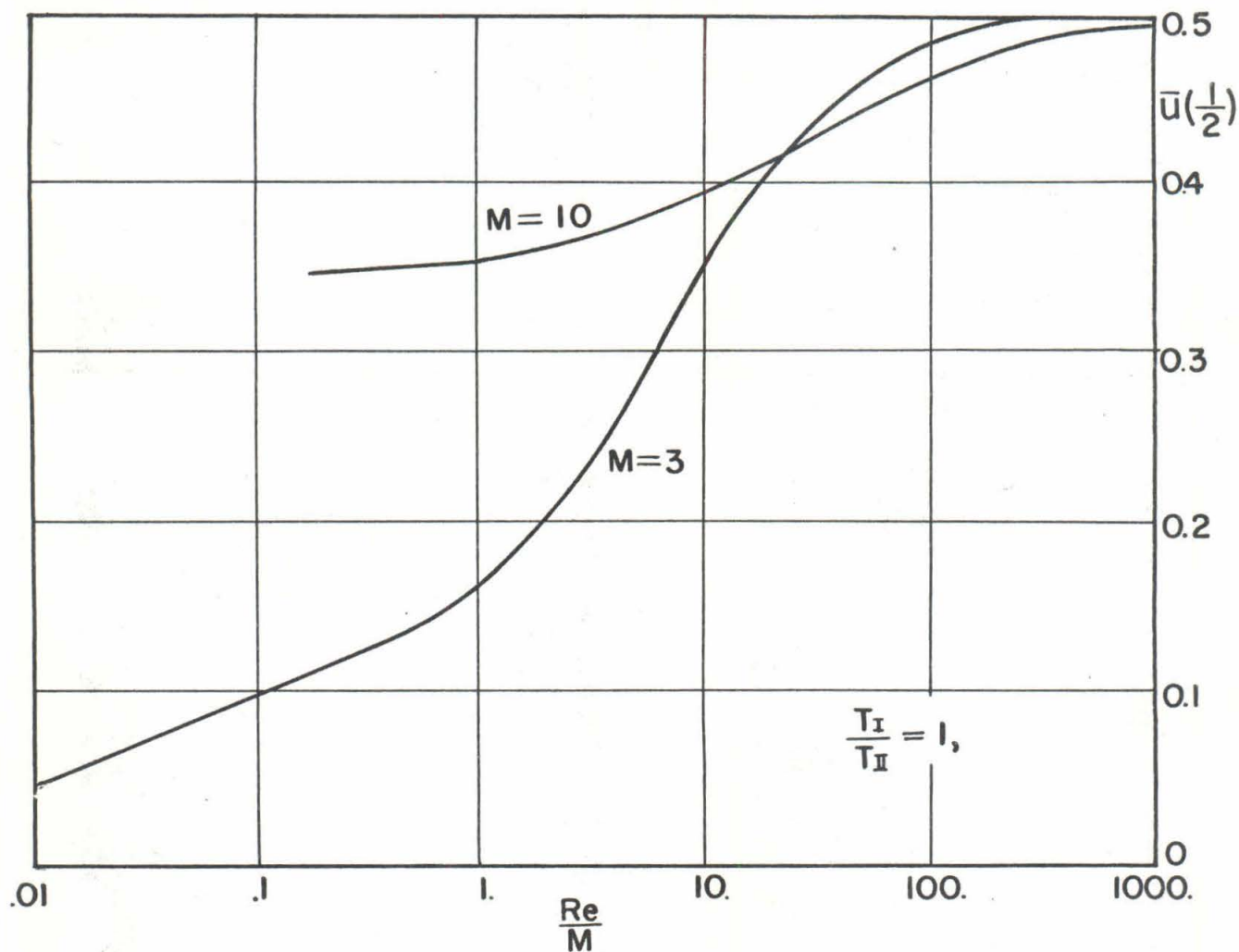


and  $M = 3$  and  $10$ . When  $M^2 < (4/\gamma)(1 + L)^2$  the curve of  $F(\bar{y})$  behaves in the manner described in Section II. C, and shown in the accompanying Sketch A. The value of  $\bar{u} (+ \frac{1}{2})$  decreases smoothly as  $Re/M$  decreases, and the point of inflection shown in Sketch B occurs at a value of  $Re/M$  very close to the point at which the curve of  $F(\bar{y})$  has its maximum inclination. However, for  $M = 10$  the curve of  $F(\bar{y})$  rotates counter clockwise to a certain maximum angle as  $Re/M$  decreases, but is unable



SKETCH A -- BEHAVIOR OF  $F(\bar{y})$





SKETCH B -- BEHAVIOR OF  $\bar{u}(\frac{1}{2})$

to negotiate the return journey to the horizontal position. In fact for values of  $Re/M$  less than a certain critical value no real solutions could be found (Sketch A and B).

The situation is somewhat analogous to the difficulty encountered with the Kármán-Pohlhausen method (14) when a quartic is employed to approximate the mean velocity profile across the laminar boundary layer. For positive streamwise pressure gradients it is well-known that

flow separation occurs at  $\Lambda = -12$ , where  $\Lambda$  is the Pohlhausen parameter. But there is also a difficulty at  $\Lambda = +12$ , where none is expected on physical grounds. As shown by Tani (13) the best way to avoid (or postpone) such singularities is to take an additional moment. In our case the importance of the moments associated with  $p_{xx}$  and  $p_{yy}$  at high Mach numbers dictates a similar procedure.

A rough calculation replacing  $Q_5 = m \xi_x \xi_y$  by  $Q = m \xi_x^2$  (corresponding to  $p_{xx}$ ) already shows that the difficulty illustrated by Eq. (46) disappears. Of course this choice of moments is poor when  $M = 0$  (1). Clearly the proper course is to employ an eight-moment approximation, in which the four moments in addition to the collisional invariants are as follows:

$$Q_5 = m \xi_x \xi_y$$

$$Q_6 = m \xi_y (\xi^2/2)$$

$$Q_7 = m \xi_x^2$$

$$Q_8 = m \xi_y^2$$

For this calculation we select a modified two stream Maxwellian of the following form:

$$\xi_y < 0, f = f_1 \left[ 1 + a_1(\bar{y}) \xi_x \xi_y \right]$$

$$\xi_y > 0, f = f_2 \left[ 1 + a_2(\bar{y}) \xi_x \xi_y \right],$$

where  $f_1$  and  $f_2$  are given by Eqs. (10a) and (10b), and  $a_1(\bar{y})$ ,  $a_2(\bar{y})$  are two additional functions of  $y$ . The boundary conditions [Section II. A. 2] lead to the conditions given by Eq. (20), plus  $a_1(+\frac{1}{2}) = 0$  and  $a_2(-\frac{1}{2}) = 0$ . An eight-moment approximation yields four algebraic and four first-order non-linear differential equations for the eight unknown functions  $n_1(\bar{y}) \dots \dots \dots \bar{u}_2(\bar{y})$ ,  $a_1(\bar{y})$ ,  $a_2(\bar{y})$ . Thus the problem is completely formulated, and is currently being investigated.

### III. F. Conclusions and Future Work

By employing the simple two-stream Maxwellian in Maxwell's moment equations one obtains considerable insight into the nature of the transition from highly rarefied flows to the classical Navier-Stokes regime. The results obtained for plane, compressible Couette flow suggest certain conclusions about hypersonic flow. For a blunt-nosed body with surface temperature much less than the kinetic temperature the tangential velocity slip is expected to be very small near the nose, even in free-molecule flow. In spite of this fact the classical Navier-Stokes relations are not likely to provide a correct description of the flow field when  $\lambda^*/R_0 > 1/20$  (approximately), where  $\lambda^*$  is the mean free path evaluated just behind the bow shock, and  $R_0$  is nose radius. On the other hand the transition from the near-Navier-Stokes regime to nearly-free molecule flow occurs over a range of gas density of about one decade. Similar conclusions apply to those portions of slender bodies where the normal component of flight velocity is large compared with the thermal velocity corresponding to the surface temperature.

There are important differences between the present results and those obtained by the ad hoc procedure of utilizing the Navier-Stokes equations plus Maxwell's velocity slip relation (Section III. D). In spite of this fact, the values of skin-friction and heat transfer coefficients obtained by such an ad hoc procedure are not far wrong. As pointed out to the authors by Dr. H. Grad, plane Couette flow is probably still too simple a geometry to show any critical features of these gross macroscopic quantities. For this reason we are studying the problem of heat conduction between two concentric cylinders, where the ad hoc

procedure is grossly inaccurate (1).

Another important example of non-linear flow is the steady, plane shock wave. This problem is also being investigated in order to learn about molecular effects in longitudinal flows without shear. Eventually one should have a much clearer understanding of the limitations and advantages of Maxwell's moment method.



## REFERENCES

1. Ai, D. K.: Cylindrical Couette Flow in a Rarefied Gas According to Grad's Equations. GALCIT Hypersonic Research Project, Memorandum No. 56, July 15, 1960
2. Born, M. and H. S. Green: A General Kinetic Theory of Liquids. I. pp. 1-10; III. pp. 27-46; notes, pp. 95-98; Cambridge University Press, 1949.
3. Bowyer, J. M. and L. Talbot: Near Free-Molecule Couette Flow Between Concentric Cylinders. University of California, Institute of Engineering Research, Report HE-150-139, July 10, 1956.
4. Chiang, S. F.: Drag on a Rotating Cylinder at Low Pressures. University of California, Institute of Engineering Research, Report HE-150-100, May 19, 1952.
5. Grad, H.: On the Kinetic Theory of Rarefied Gases. Communications on Pure and Applied Mathematics, Vol. 4, No. 4, pp. 331-407, December, 1949.
6. Grad, H.: Principles of the Kinetic Theory of Gases. (Thermodynamics of Gases), Handbuch der Physik, Vol. 12, pp. 205-294, Springer-Verlag, Berlin, 1958.
7. Jeans, J. H.: The Dynamical Theory of Gases. (4th Edition), pp. 213-217, Dover Publications, New York, N. Y., 1954.
8. Kirkwood, J. G.: The Statistical Mechanical Theory of Transport Processes. I. General Theory. The Journal of Chemical Physics, Vol. 14, No. 3, pp. 180-201, March, 1946. Errata, Vol. 14, No. 5, p. 347, May, 1946. II. Transport in Gases. Vol. 15, No. 1, pp. 72-76, January, 1947. Errata, Vol. 15, No. 3, p. 155, March, 1947.
9. Kuhlthau, A. R.: The Application of High Rotational Speed Techniques to Low Density Gas Dynamics. Proceedings of the Third Midwestern Conference on Fluid Mechanics, pp. 495-514, University of Minnesota, 1953.
10. Lees, L.: A Kinetic Theory Description of Rarefied Gas Flows. GALCIT Hypersonic Research Project, Memorandum No. 51, December 15, 1959.
11. Maxwell, J. C.: On the Dynamical Theory of Gases. Philosophical Transactions of the Royal Society, Vol. 157, p. 49, 1867. [Also in Scientific Papers, Vol. 2, pp. 26-78, Dover Publications, New York, N. Y.].
12. Mott-Smith, H. M.: The Solution of the Boltzmann Equation for a Shock Wave. Physical Review, Vol. 32, No. 6, pp. 885-892, June, 1951.

13. Tani, I. : On the Approximate Solution of the Laminar Boundary Layer Equations. *Journal of the Aeronautical Sciences*, Vol. 21, No. 7, pp. 487-495, p. 504, July, 1954.
14. von Kármán, Th. : Über Laminar und Turbulence Reibung. *Zeit. f. angew. Math. u. Mech.*, Vol. 1, pp. 233-252, 1921. See also, Pohlhausen, K. : Zur Näherungsweise Integration der Differentialgleichung der Laminaren Grenzschicht. *Zeit. f. angew. Math. u. Mech.*, Vol. 1, pp. 252-268, 1921.

## APPENDIX

## PLANE COMPRESSIBLE COUETTE FLOW

## ACCORDING TO THE CLASSICAL NAVIER-STOKES EQUATIONS

The classical Navier-Stokes solution is given here for reference. In obtaining the solution, the medium is assumed to be a perfect gas, and the viscosity coefficient  $\mu_c$  is directly proportional to the absolute temperature, just as for Maxwell molecules. Also, the Prandtl number is constant.

Clearly, the continuity equation  $(d/dy)(\rho v) = 0$ , together with the requirement that  $v$  vanishes at the plate surfaces leads immediately to

$$v \equiv 0 \quad . \quad (A-1)$$

Thus the conservation equations are as follows:

Momentum

$$(d/dy) \left( \mu_c \frac{du}{dy} \right) = 0 \quad (A-2)$$

$$(dp/dy) = 0 \quad (A-3)$$

Energy

$$(d/dy) \left[ \frac{k_c}{c_p} \frac{d}{dy} (c_p T) \right] + \mu_c (du/dy)^2 = 0 \quad . \quad (A-4)$$

In addition, we have  $p = \rho RT$ . The corresponding boundary conditions are as follows:

$$y = - (d/2), \quad u = - (U/2), \quad T = T_{II}; \quad y = +(d/2), \quad u = +(U/2), \quad T = T_I. \quad (A-5)$$

Integration of Eqs. (A-2) and (A-4) yields the following momentum and energy integrals:

$$\mu_c (du/dy) = b_1$$

$$c_p T + (Pr/2) u^2 - (b_2/b_1) u = b_3 ,$$

with the undetermined constants  $b_1$ ,  $b_2$ ,  $b_3$ .

Let  $(\mu_c)_{II}$  denote the viscosity coefficient evaluated at temperature  $T_{II}$ . Then by integrating Eq. (A-6) once again, we have

$$\int \mu_c / (\mu_c)_{II} du = \frac{b_1 y + b_4}{(\mu_c)_{II}} .$$

But  $\mu_c / (\mu_c)_{II} = T / T_{II}$ , and by using Eq. (A-7) and integrating, we finally obtain

$$1/(c_p T_{II}) [b_3 u + (b_2/2b_1) u^2 - (Pr/b) u^3] = \frac{b_1}{(\mu_c)_{II}} y + \frac{b_4}{(\mu_c)_{II}} ,$$

where  $b_4$  is another integration constant. The four  $b$ 's appearing in Eqs. (A-7) and (A-8) are determined by the four boundary conditions [Eqs. (A-5)]. The final results expressed in terms of non-dimensional quantities are

$$C_D = (P_{xy}) / (\frac{1}{2} \rho_{II} U^2) = (1/Re) \left[ 1 + (T_I/T_{II}) + \frac{\gamma-1}{6} Pr M^2 \right] \quad (A-9)$$

$$C_H = \frac{1}{2} \left[ \frac{1}{Pr Re} - \frac{\gamma-1}{2} \frac{T_{II}}{T_{II}-T_I} \frac{M^2}{Re} \right] \left[ 1 + \frac{T_I}{T_{II}} + \frac{\gamma-1}{6} Pr M^2 \right] . \quad (A-10)$$

The velocity and temperature profiles are given by the relations

$$\begin{aligned} & \left[ 1 + (T_I/T_{II}) + \frac{\gamma-1}{4} Pr M^2 \right] (u/U) - \left( 1 - \frac{T_I}{T_{II}} \right) (u/U)^2 - \frac{\gamma-1}{3} Pr M^2 (u/U)^3 \\ & = \left[ 1 + (T_I/T_{II}) + \frac{\gamma-1}{6} Pr M^2 \right] \bar{y} - 1/4 \left( 1 - \frac{T_I}{T_{II}} \right) \end{aligned} \quad (A-11)$$

$$\frac{T}{T_{II}} + \frac{\gamma-1}{2} Pr M^2 (u/U)^2 + \left( 1 - \frac{T_I}{T_{II}} \right) \frac{u}{U} = \frac{1}{2} \left( 1 + \frac{T_I}{T_{II}} \right) + \frac{\gamma-1}{8} Pr M^2 \quad (A-12)$$



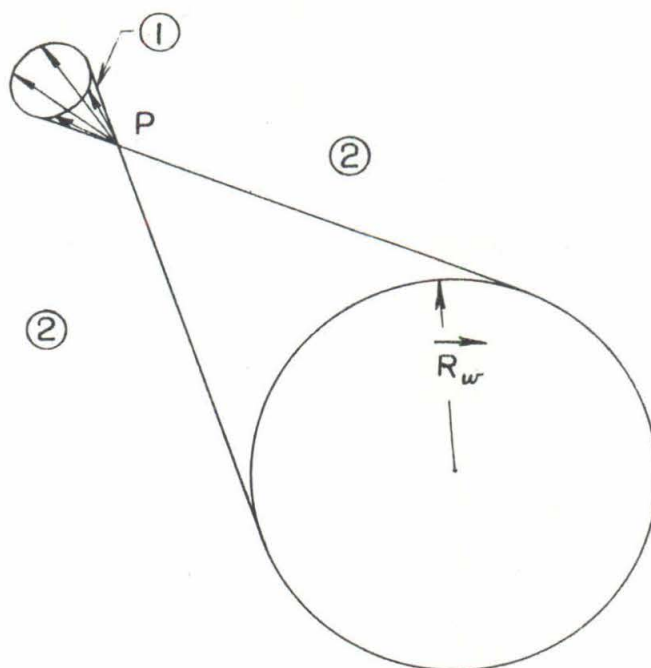


FIG. 1

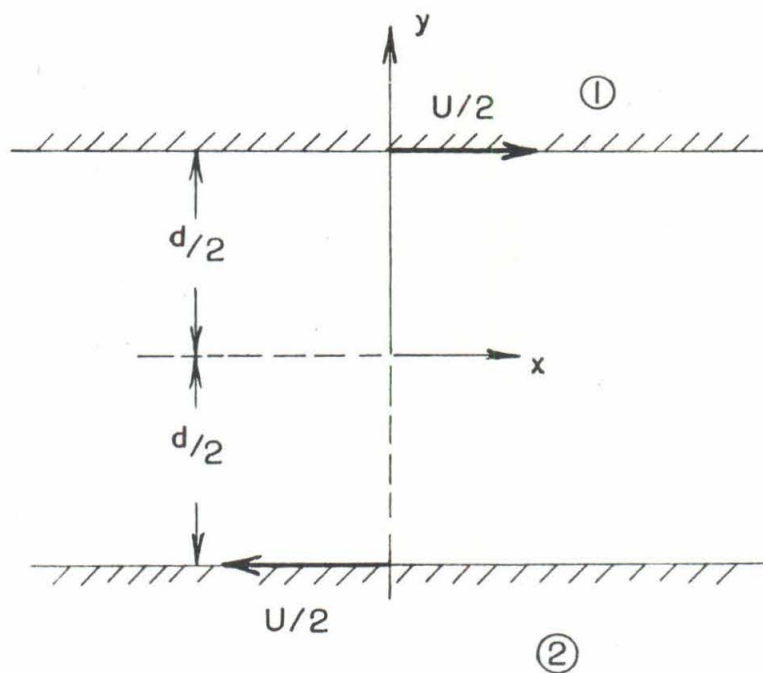


FIG. 2

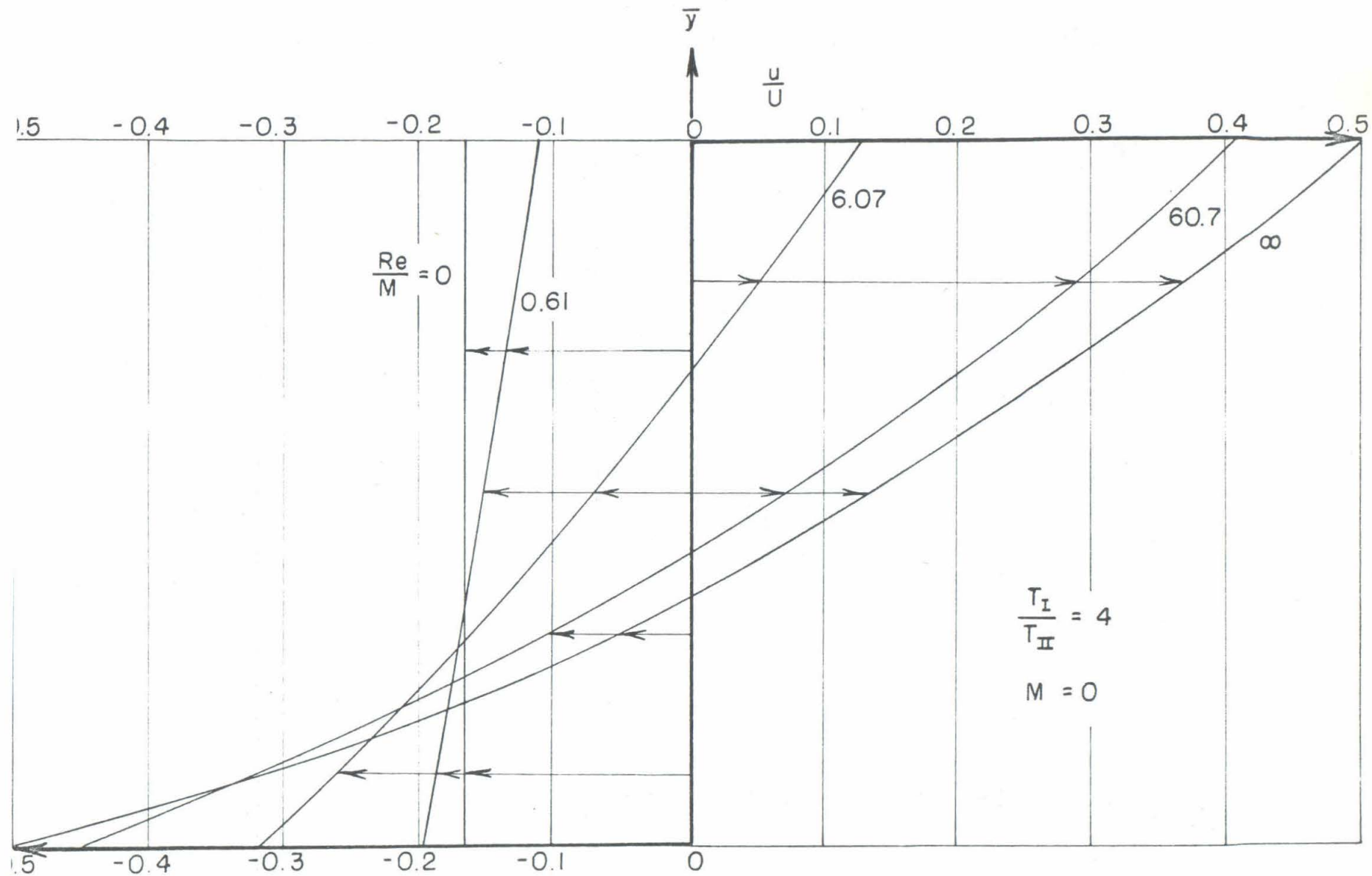


FIG. 3 - VELOCITY PROFILES FOR PLANE COUETTE FLOW

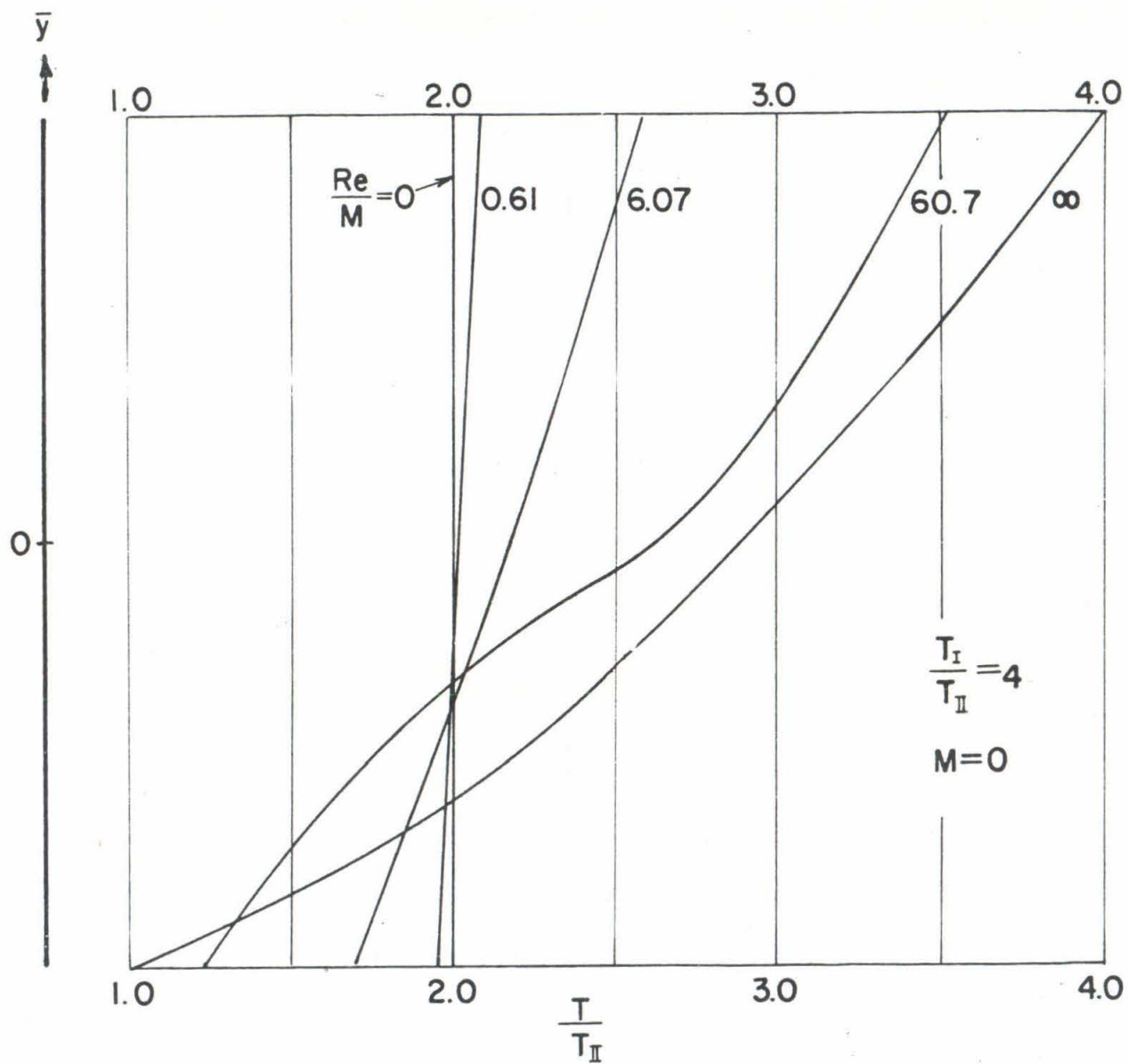


FIG. 4 TEMPERATURE PROFILES FOR PLANE COUETTE FLOW

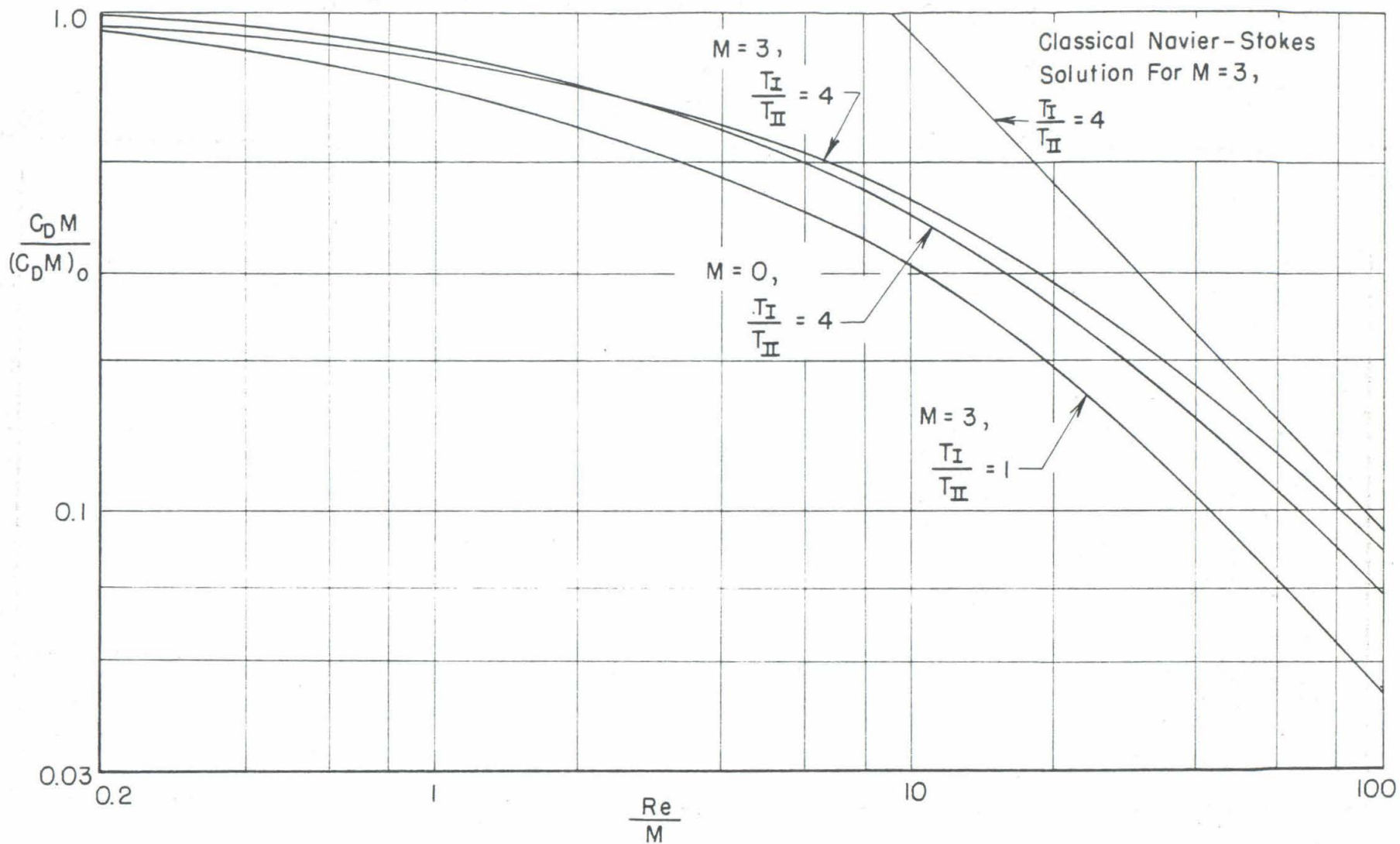


FIG. 5 - SKIN FRICTION IN PLANE COUETTE FLOW



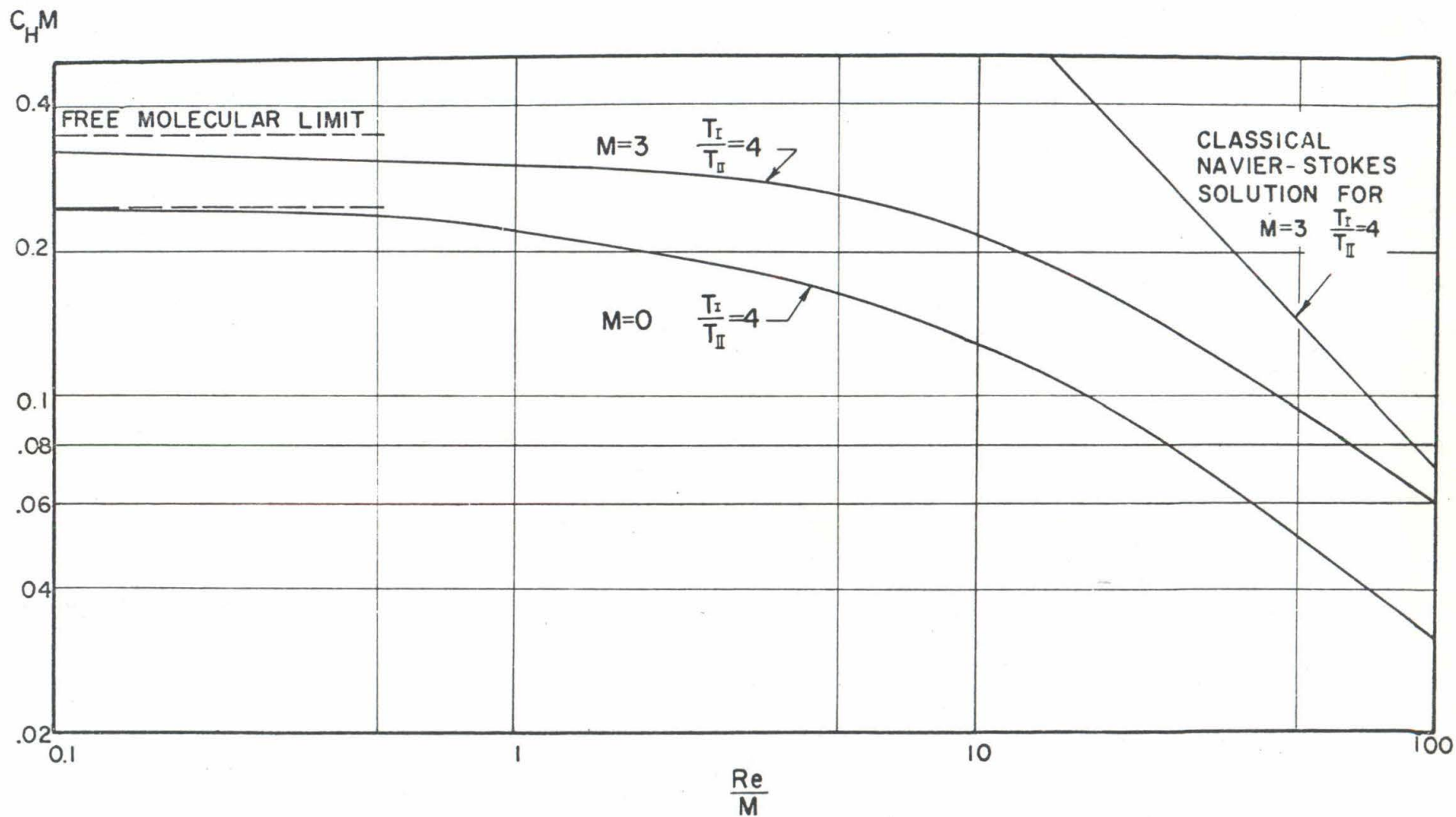


FIG. 6 HEAT TRANSFER IN PLANE COUETTE FLOW

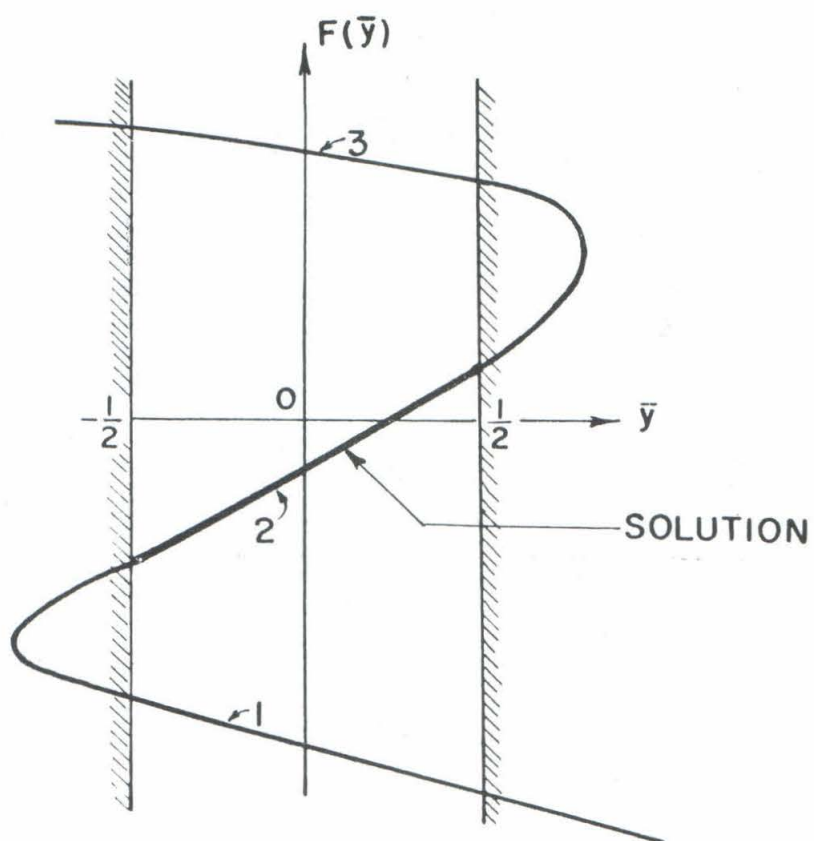


FIG. 7 TYPICAL VARIATION OF  $F(\bar{y})$

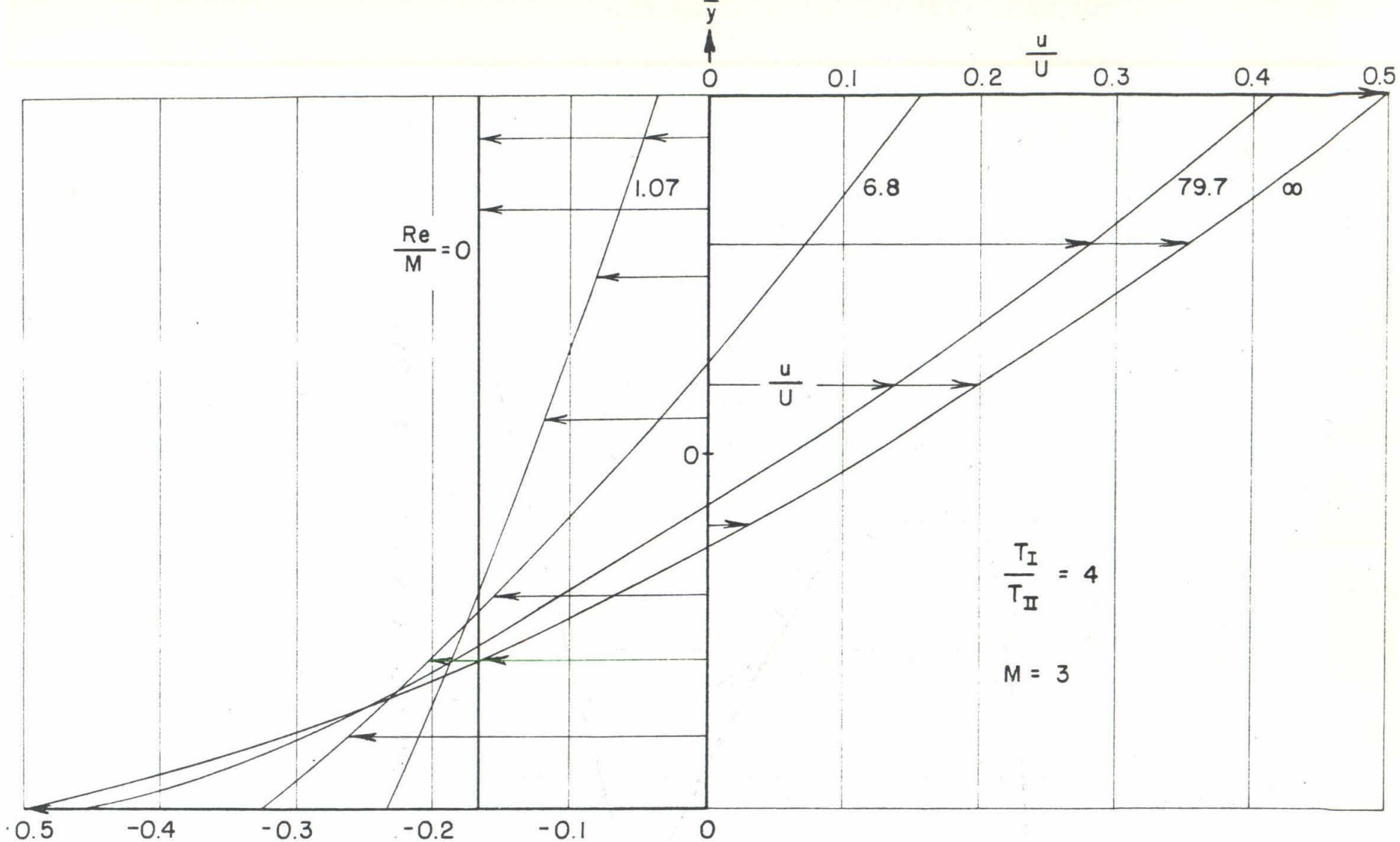


FIG. 8 - VELOCITY PROFILES FOR PLANE COUETTE FLOW

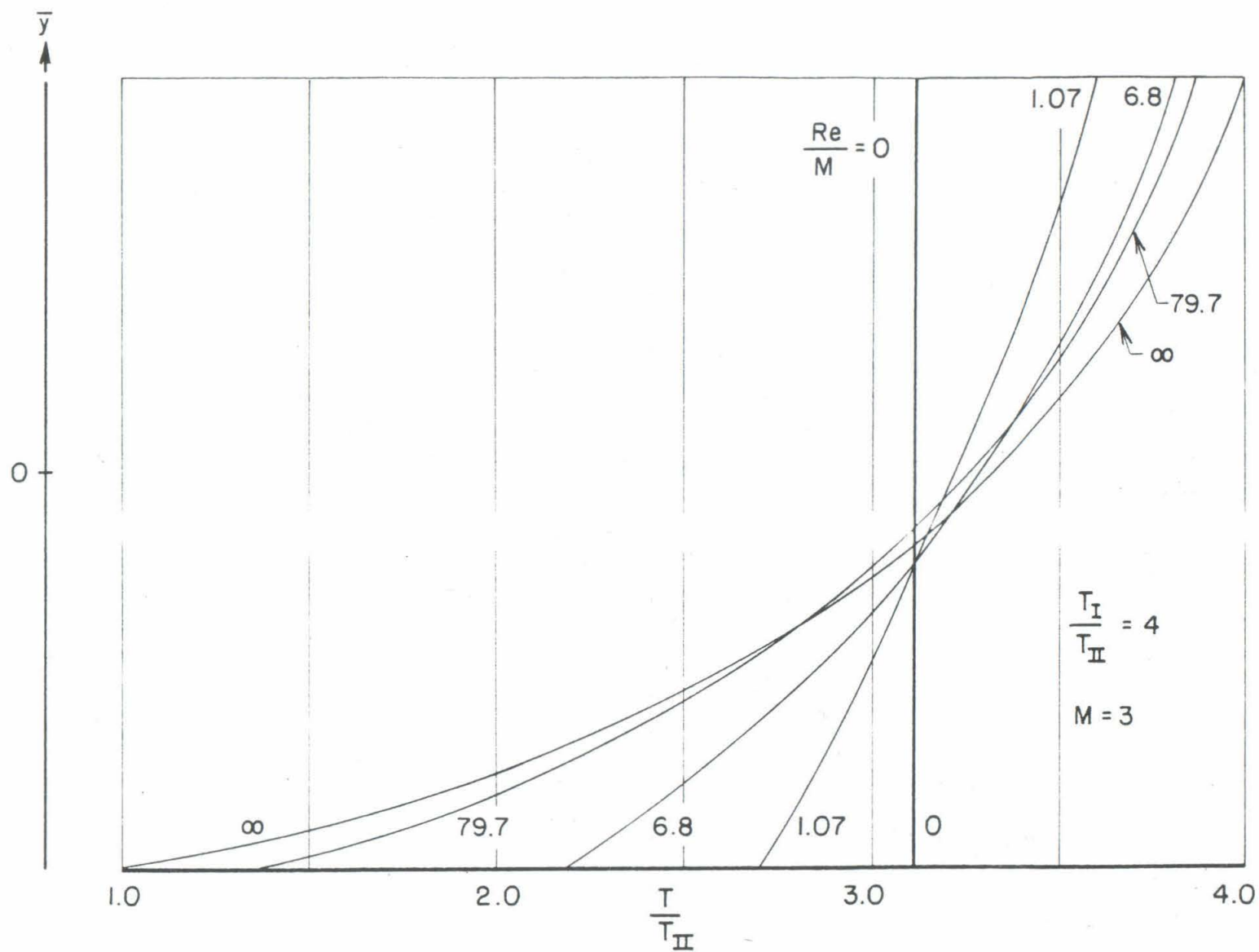


FIG. 9 - TEMPERATURE PROFILES FOR PLANE COUETTE FLOW



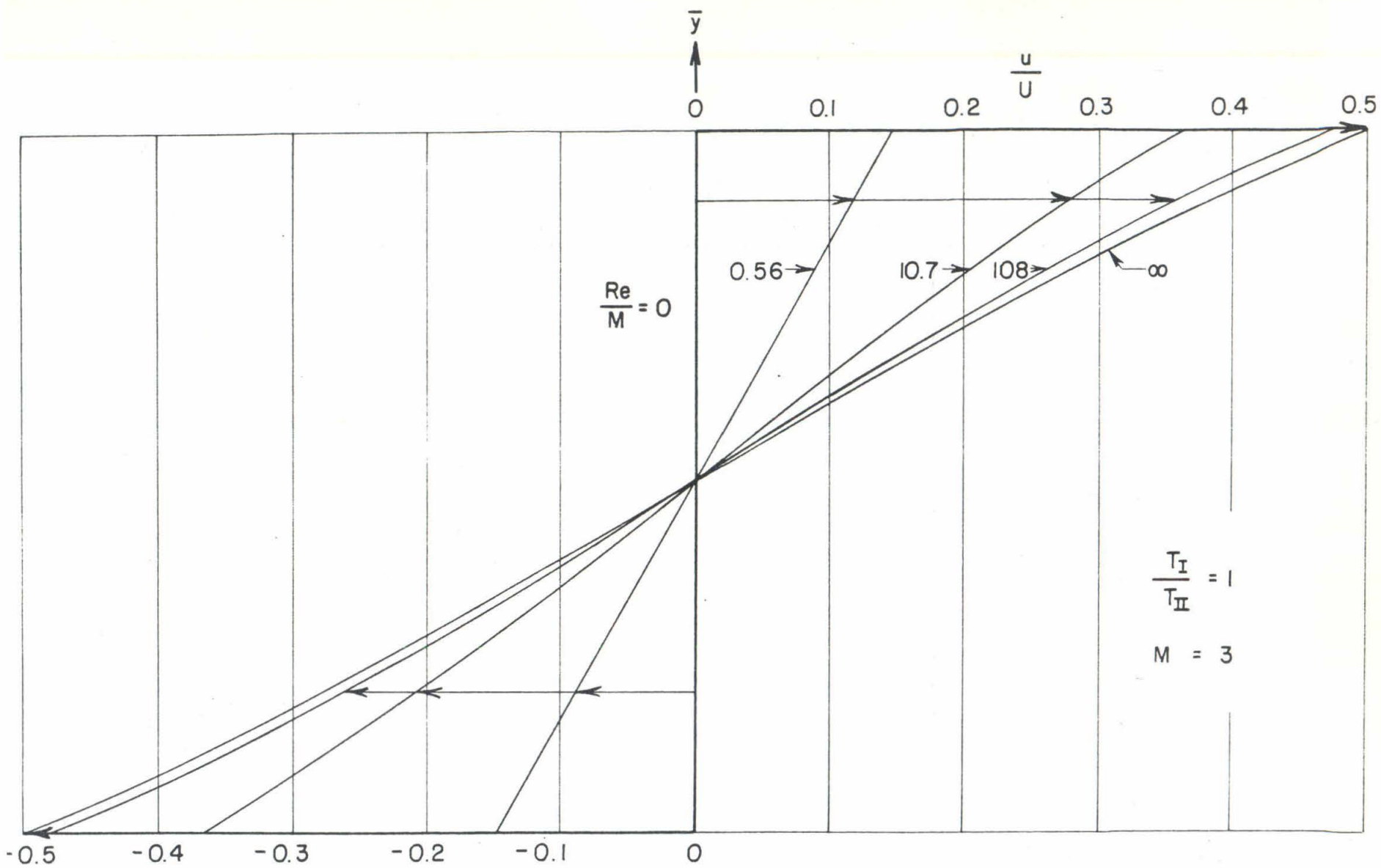


FIG.10 - VELOCITY PROFILES FOR PLANE COUETTE FLOW

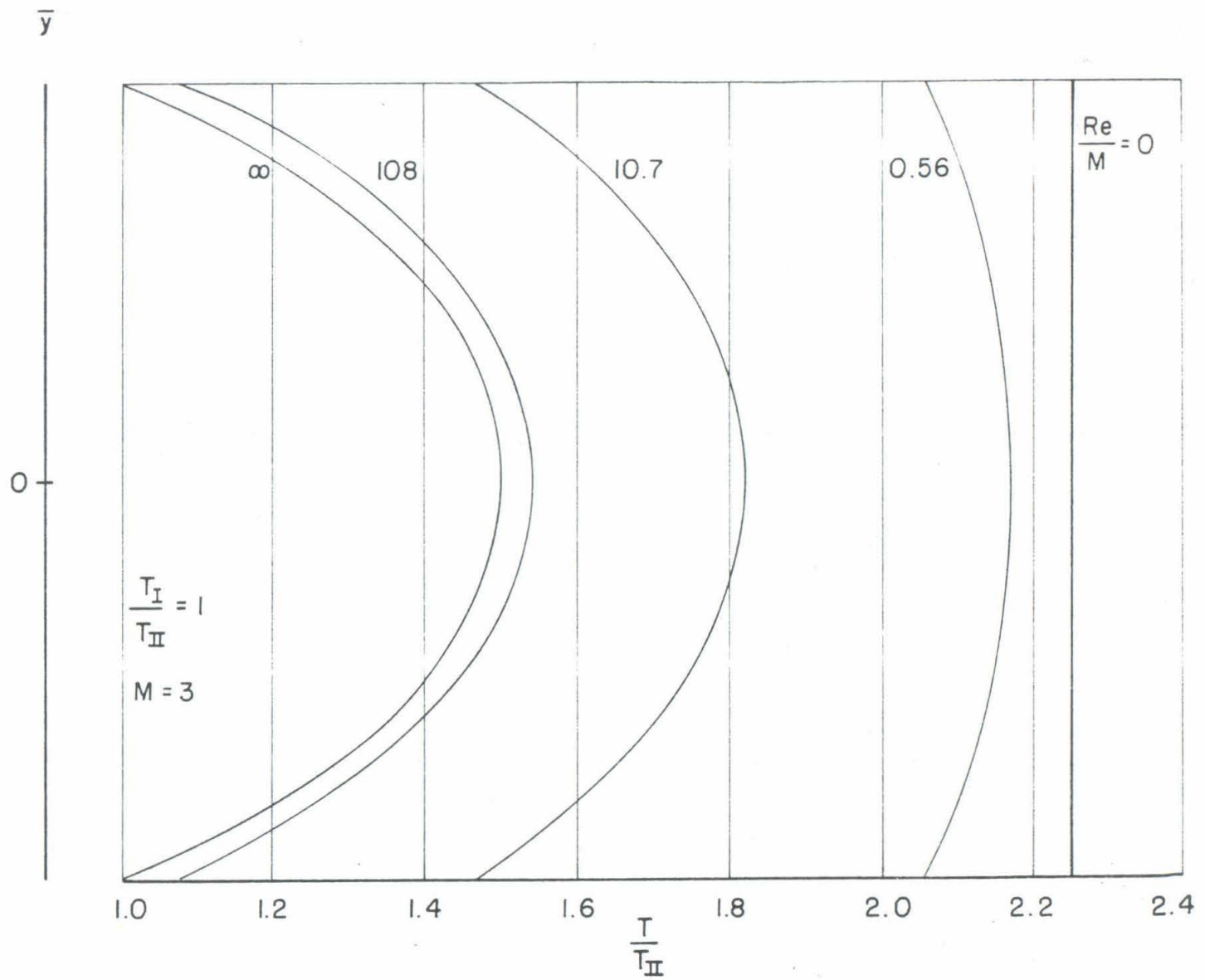
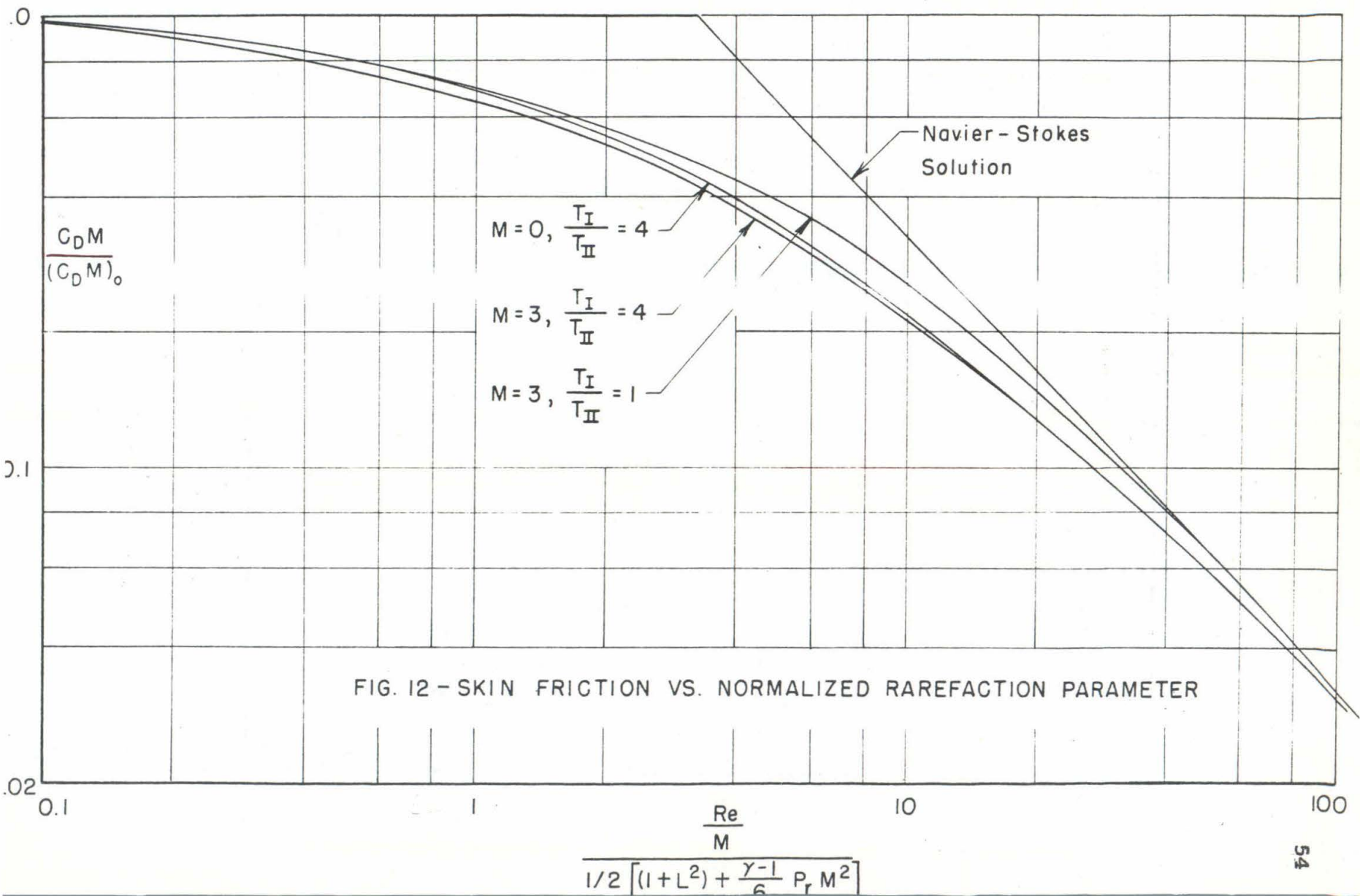


FIG. II - TEMPERATURE PROFILES FOR PLANE COUETTE FLOW



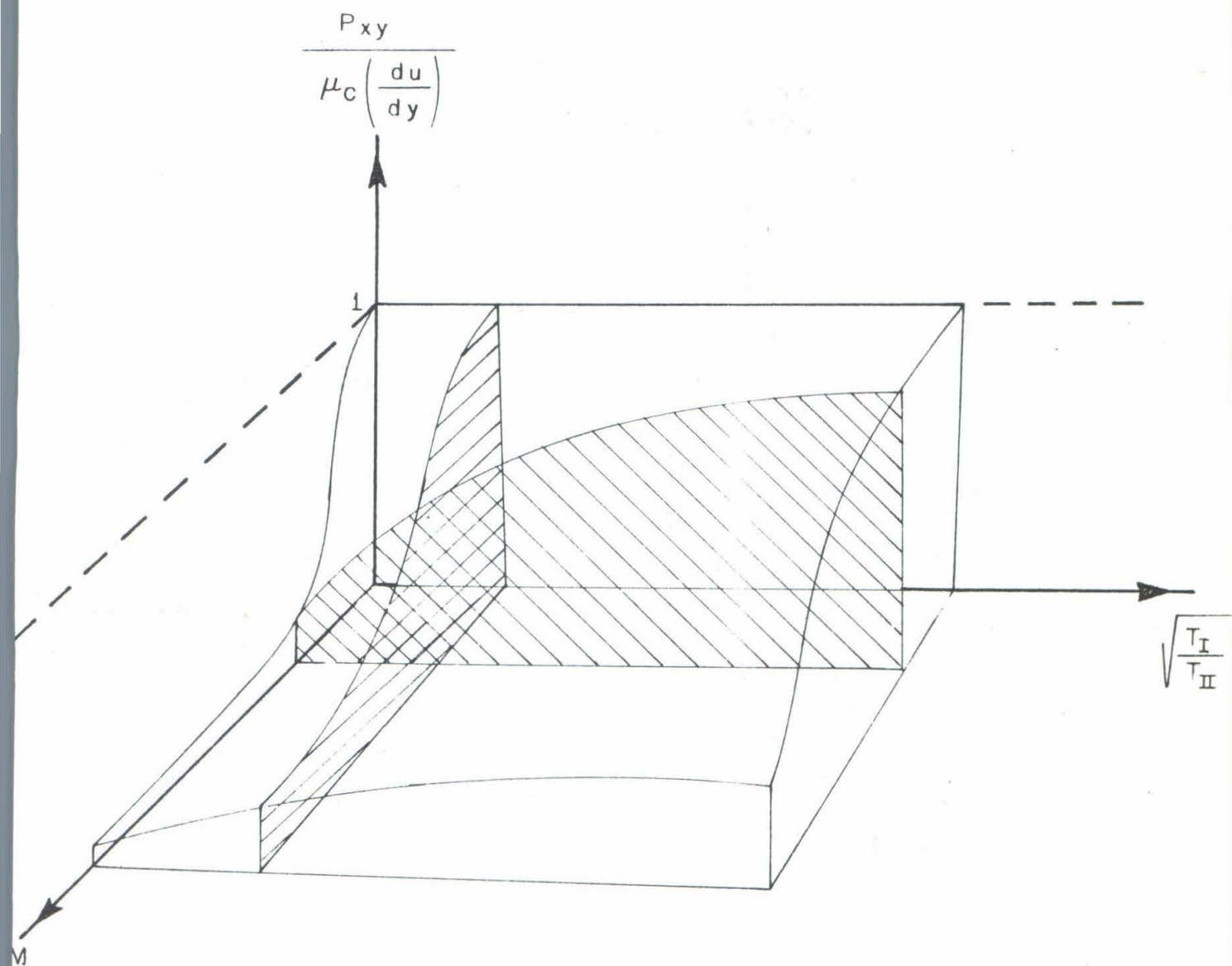


FIG.13-DEPARTURE FROM NAVIER-STOKES RELATION IN  
PLANE COUETTE FLOW.  $\frac{Re}{M} = 0$



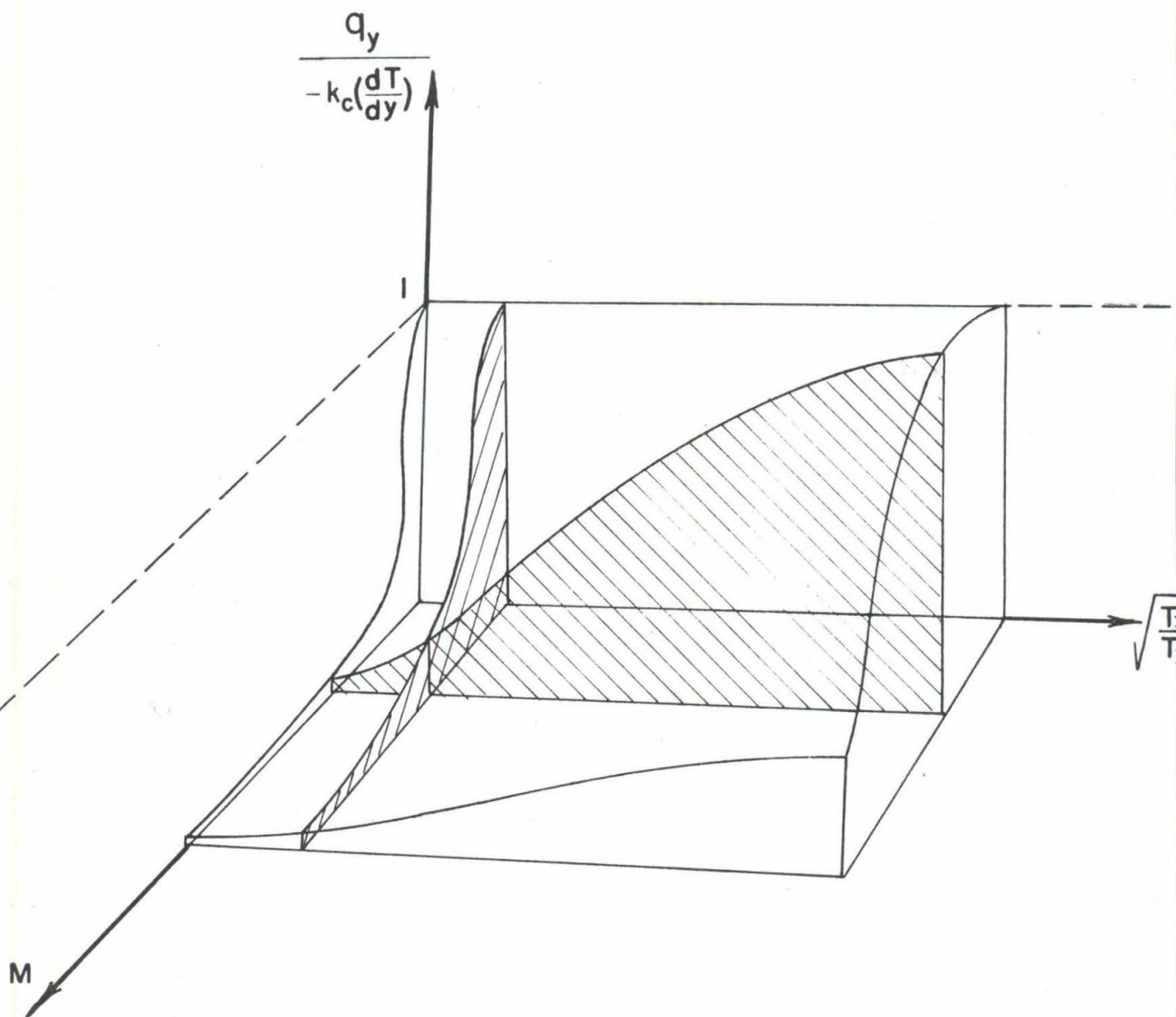


FIG. 14 - DEPARTURE FROM FOURIER'S RELATION IN PLANE  
COUETTE FLOW.  $\frac{Re}{M}=0$

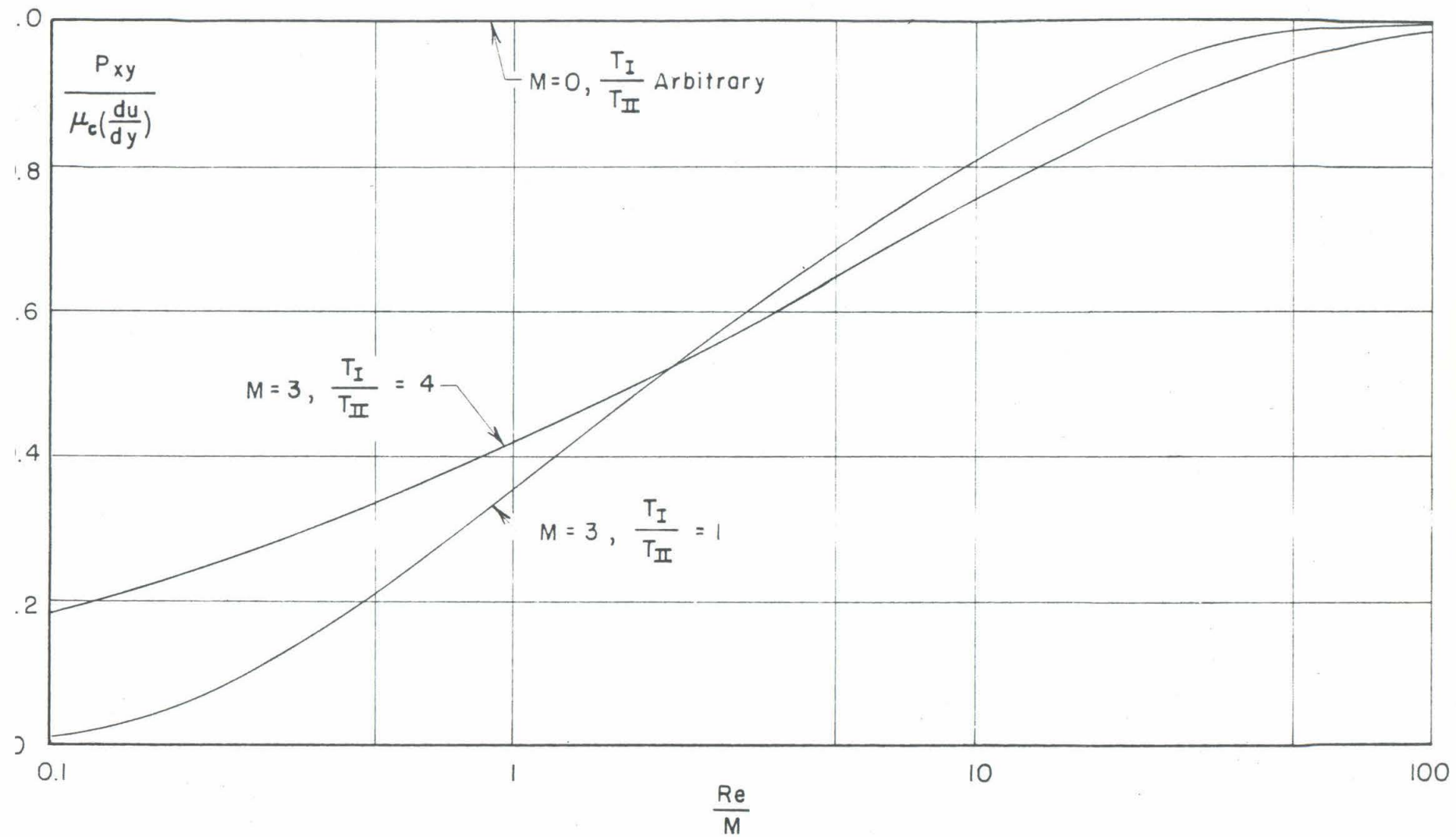


FIG. 15 - DEPARTURE FROM NAVIER - STOKES RELATION AS A FUNCTION OF  $\frac{Re}{M}$



GUGGENHEIM AERONAUTICAL LABORATORY  
CALIFORNIA INSTITUTE OF TECHNOLOGY

HYPERSONIC RESEARCH PROJECT  
Contract No. DA-04-495-Ord-19

DISTRIBUTION LIST

U. S. Government Agencies

Los Angeles Ordnance District  
55 South Grand Avenue  
Pasadena 2, California  
Attention: Mr. E. L. Stone  
2 copies

Los Angeles Ordnance District  
55 South Grand Avenue  
Pasadena 2, California  
Attention: ORDEV-00-  
Mr. Typaldos

Chief of Ordnance  
Department of the Army  
ORDTB - Ballistic Section  
The Pentagon  
Washington 25, D. C.  
Attention: Mr. G. Stetson

Chief of Ordnance  
Department of the Army  
Washington 25, D. C.  
Attention: ORDTB  
For Transmittal To  
Department of Commerce  
Office of Technical Information

Office of Ordnance Research  
Box CM, Duke Station  
Durham, North Carolina  
10 copies

Ordnance Aerophysics Laboratory  
Daingerfield, Texas  
Attention: Mr. R. J. Valluz

Commanding Officer  
Diamond Ordnance Fuze Laboratories  
Washington 25, D. C.  
Attention: ORDTL 06.33

Commanding General  
Army Ballistics Missile Agency  
Huntsville, Alabama  
Attention: ORDAB-1P  
2 copies

Commanding General  
Army Ballistics Missile Agency  
Huntsville, Alabama  
Attention: ORDAB-DA  
Mr. T. G. Reed  
3 copies

Commanding General  
Redstone Arsenal  
Huntsville, Alabama  
Attention: Technical Library

Army Ballistic Missile Agency  
ORDAB-DA  
Development Operations Division  
Redstone Arsenal  
Huntsville, Alabama  
Attention: Dr. Ernst D. Geissler  
Director, Aeroballistics Lab.

Army Ballistic Missile Agency  
ORDAB-DA  
Development Operations Division  
Redstone Arsenal  
Huntsville, Alabama  
Attention: Dr. Daum

Chief of Staff  
United States Army  
The Pentagon  
Washington 25, D. C.  
Attention: Director/Research

Exterior Ballistic Laboratories  
Aberdeen Proving Ground  
Maryland  
Attention: Mr. C. L. Poor



Ballsitic Research Laboratories  
Aberdeen Proving Ground  
Maryland  
Attention: Dr. Joseph Sternberg

Commanding General  
White Sands Proving Ground  
Las Cruces, New Mexico

Commander  
Air Force  
Office of Scientific Research  
Washington 25, D. C.  
Attention: RDTRRF

Air Force  
Office of Scientific Research  
SRR  
Washington 25, D. C.  
Attention: Dr. Carl Kaplan

Mechanics Division  
Air Force  
Office of Scientific Research  
Washington 25, D. C.

Commander  
Hq., Air Research and  
Development Command  
Bolling Air Force Base  
Washington, D. C.  
Attention: RDS-TIS-3

Air Force Armament Center  
Air Research and Development  
Command  
Eglin Air Force Base  
Florida  
Attention: Technical Library

Commander  
Wright Air Development Center  
Wright-Patterson Air Force Base  
Ohio  
Attention: WCLSR

Commander  
Wright Air Development Center  
Wright-Patterson Air Force Base  
Ohio  
Attention: WCLSW

Commander  
Wright Air Development Center  
Wright-Patterson Air Force Base  
Ohio  
Attention: WCOSI-9-5 (Distribution)

Commander  
Wright Air Development Center  
Wright-Patterson Air Force Base  
Ohio  
Attention: WCLSW, Mr. P. Antonatos

Commander  
Wright Air Development Center  
Wright-Patterson Air Force Base  
Ohio  
Attention: Dr. H. K. Doetsch

Commander  
Wright Air Development Center  
Wright-Patterson Air Force Base  
Ohio  
Attention: Dr. G. Guderley

Commander  
Wright Air Development Center  
Wright-Patterson Air Force Base  
Ohio  
Attention: WCLJD, Lt. R. D. Stewart

Director of Research and Development  
DCS/D  
Headquarters  
USAF  
Washington 25, D. C.  
Attention: AFDRD-RE

Commander  
Western Development Division  
P. O. Box 262  
Inglewood, California

Commander  
Western Development Division  
5760 Arbor Vitae Street  
Los Angeles, California  
Attention: Maj. Gen. B. A. Schriever

Commander  
Arnold Engineering Development Center  
Tullahoma, Tennessee  
Attention: AEORL

Air University Library  
Maxwell Air Force Base  
Alabama

Commander  
Air Force Missile Development Center  
Holloman Air Force Base  
New Mexico  
Attention: Dr. G. Eber (MDGRS)

U. S. Naval Ordnance Laboratory  
White Oak  
Silver Spring, Maryland  
Attention: Dr. H. Kurzweg

U. S. Naval Ordnance Laboratory  
White Oak  
Silver Spring 19, Maryland  
Attention: Dr. R. K. Lobb

U. S. Naval Ordnance Laboratory  
White Oak  
Silver Spring 19, Maryland  
Attention: Dr. Z. I. Slawsky

U. S. Naval Ordnance Laboratory  
White Oak  
Silver Spring 19, Maryland  
Attention: Dr. R. Wilson

U. S. Naval Ordnance Test Station  
China Lake  
Inyokern, California  
Attention: Mr. Howard R. Kelly, Head  
Aerodynamics Branch,  
Code 5032

Navy Department  
Bureau of Ordnance  
Technical Library  
Washington 25, D. C.  
Attention: Ad-3

Director  
Naval Research Laboratory  
Washington 25, D. C.

Office of Naval Research  
Department of the Navy  
Washington 25, D. C.  
Attention: Mr. M. Tulin

Commander  
U. S. Naval Proving Ground  
Dahlgren, Virginia

Bureau of Aeronautics  
Department of the Navy  
Room 2 w 75  
Washington 25, D. C.  
Attention: Mr. F. A. Loudon

Commander  
Armed Services Technical Information  
Agency  
Attention: TIPDR  
Arlington Hall Station  
Arlington 12, Virginia  
10 copies

National Bureau of Standards  
Department of Commerce  
Washington 25, D. C.  
Attention: Dr. G. B. Schubauer

National Aeronautics and Space  
Administration  
1512 H Street, N. W.  
Washington 25, D. C.  
Attention: Dr. H. L. Dryden, Director  
5 copies

National Aeronautics and Space  
Administration  
Ames Aeronautical Laboratory  
Moffett Field, California  
Attention: Mr. H. Julian Allen

National Aeronautics and Space  
Administration  
Ames Aeronautical Laboratory  
Moffett Field, California  
Attention: Dr. D. Chapman

National Aeronautics and Space  
Administration  
Ames Aeronautical Laboratory  
Moffett Field, California  
Attention: Dr. A. C. Charters

National Aeronautics and Space  
Administration  
Ames Aeronautical Laboratory  
Moffett Field, California  
Attention: Mr. A. J. Eggers

National Aeronautics and Space  
Administration  
Ames Aeronautical Laboratory  
Moffett Field, California  
Attention: Mr. Robert T. Jones

National Aeronautics and Space  
Administration  
Ames Aeronautical Laboratory  
Moffett Field, California  
Attention: Dr. M. K. Rubesin

National Aeronautics and Space  
Administration  
Ames Aeronautical Laboratory  
Moffett Field, California  
Attention: Mr. J. R. Stalder

National Aeronautics and Space  
Administration  
Langley Aeronautical Laboratory  
Langley Field, Virginia  
Attention: Mr. M. Bertram

National Aeronautics and Space  
Administration  
Langely Aeronautical Laboratory  
Langley Field, Virginia  
Attention: Dr. A. Busemann

National Aeronautics and Space  
Administration  
Langely Aeronautical Laboratory  
Langley Field, Virginia  
Attention: Mr. Clinton E. Brown

National Aeronautics and Space  
Administration  
Langley Aeronautical Laboratory  
Langley Field, Virginia  
Attention: Mr. C. McLellan

National Aeronautics and Space  
Administration  
Langley Aeronautical Laboratory  
Langley Field, Virginia  
Attention: Mr. John Stack

National Aeronautics and Space  
Administration  
Lewis Research Center  
21000 Brookpark Road  
Cleveland 35, Ohio  
Attention: Library  
George Mandel  
2 copies

Technical Information Service  
P. O. Box 62  
Oak Ridge, Tennessee



U. S. Government Agencies  
For Transmittal to  
Foreign Countries

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
Australian Joint Services Mission

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
Canadian Joint Staff

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
Professor S. Irmay  
 Division of Hydraulic Engineering  
 TECHNION  
 Israel Institute of Technology  
 Haifa, Israel

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
Dr. Josef Rabinowicz  
 Department of Aeronautical Engineering  
 TECHNION  
 Israel Institute of Technology  
 Haifa, Israel

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
Dr. Yosujiro Kobashi  
 Aerodynamics Division  
 National Aeronautical Laboratory  
 Shinkawa 700 Mitaka City  
 Tokyo, Japan

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
Professor Itiro Tani  
 Aeronautical Research Institute  
 Tokyo University  
 Komaba, Meguro-ku  
 Toyko, Japan

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
Professor D. C. Pack  
 Royal Technical College  
 Glasgow, Scotland

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
The Aeronautical Research  
Institute of Sweden  
 Ulvsunda 1, Sweden  
 Attention: Mr. Georg Drougge

-----  
 Commanding Officer  
 Office of Naval Research  
 Branch Office  
 Navy, 100  
 FPO  
 New York, N. Y.  
 2 copies

Air Research and Development Command  
 European Office  
 Shell Building  
 60 Rue Rabenstein  
 Brussels, Belgium  
 Attention: Col. Lee Gossick, Chief  
 5 copies

Centre de Formation en Aerodynamique  
 Experimentale, C. F. A. E.  
 Rhode-Saint-Genese  
 72 Chaussee de Waterloo  
 Belgium  
 Attention: Library (1 copy)  
 Attention: Dr. Robert H. Korkegi (1 copy)



## Universities and Non-Profit Organizations

Brown University  
Providence 12, Rhode Island  
Attention: Professor R. Meyer

Brown University  
Graduate Division of Applied Mathematics  
Providence 12, Rhode Island  
Attention: Dr. W. Prager

Brown University  
Graduate Division of Applied Mathematics  
Providence 12, Rhode Island  
Attention: Dr. R. Probstein

University of California  
Low Pressures Research  
Institute of Engineering Research  
Engineering Field Station  
1301 South 46th Street  
Richmond, California  
Attention: Professor S. A. Schaaf

University of California at Los Angeles  
Department of Engineering  
Los Angeles 24, California  
Attention: Dr. L. M. K. Boelter

University of California at Los Angeles  
Department of Engineering  
Los Angeles 24, California  
Attention: Professor J. Miles

Case Institute of Technology  
Cleveland, Ohio  
Attention: Dr. G. Kuerti

Catholic University of America  
Department of Physics  
Washington 17, D. C.  
Attention: Professor K. F. Herzfeld

Cornell University  
Graduate School of Aeronautical Engineering  
Ithaca, New York  
Attention: Dr. E. L. Resler, Jr.

Cornell University  
Graduate School of Aeronautical Engineering  
Ithaca, New York  
Attention: Dr. W. R. Sears

Cornell University  
College of Engineering  
Ithaca, New York  
Attention: Professor N. Rott

University of Florida  
Department of Aeronautical Engineering  
Gainesville, Florida  
Attention: Professor D. T. Williams

Harvard University  
Department of Applied Physics and  
Engineering Science  
Cambridge 38, Massachusetts  
Attention: Dr. A. Bryson

Harvard University  
Department of Applied Physics and  
Engineering Science  
Cambridge 38, Massachusetts  
Attention: Dr. H. W. Emmons

University of Illinois  
Department of Aeronautical Engineering  
Urbana, Illinois  
Attention: Dr. Allen I. Ormsbee

University of Illinois  
Aeronautical Institute  
Urbana, Illinois  
Attention: Professor H. O. Barthel

The Johns Hopkins University  
Applied Physics Laboratory  
8621 Georgia Avenue  
Silver Spring, Maryland  
Attention: Dr. E. A. Bonney

The Johns Hopkins University  
Applied Physics Laboratory  
8621 Georgia Avenue  
Silver Spring, Maryland  
Attention: Dr. F. N. Frenkiel

The Johns Hopkins University  
Applied Physics Laboratory  
8621 Georgia Avenue  
Silver Spring, Maryland  
Attention: Dr. F. K. Hill

The Johns Hopkins University  
Department of Aeronautical Engineering  
Baltimore 18, Maryland  
Attention: Dr. F. H. Clauser

The Johns Hopkins University  
Department of Aeronautical Engineering  
Baltimore 18, Maryland  
Attention: Dr. L. Kovasznay

The Johns Hopkins University  
Department of Mechanical Engineering  
Baltimore 18, Maryland  
Attention: Dr. S. Corrsin

Lehigh University  
Physics Department  
Bethlehem, Pennsylvania  
Attention: Dr. R. Emrich

Los Alamos Scientific Laboratory  
of the University of California  
J Division  
P. O. Box 1663  
Los Alamos, New Mexico  
Attention: Dr. Keith Boyer

University of Maryland  
Department of Aeronautical Engineering  
College Park, Maryland  
Attention: Dr. S. F. Shen

University of Maryland  
Institute of Fluid Dynamics and  
Applied Mathematics  
College Park, Maryland  
Attention: Director

University of Maryland  
Institute of Fluid Dynamics and  
Applied Mathematics  
College Park, Maryland  
Attention: Professor J. M. Burgers

University of Maryland  
Institute of Fluid Dynamics and  
Applied Mathematics  
College Park, Maryland  
Attention: Professor F. R. Hama

University of Maryland  
Institute of Fluid Dynamics and  
Applied Mathematics  
College Park, Maryland  
Attention: Professor S. I. Pai

Massachusetts Institute of Technology  
Cambridge 39, Massachusetts  
Attention: Dr. A. H. Shapiro

Massachusetts Institute of Technology  
Department of Aeronautical Engineering  
Cambridge 39, Massachusetts  
Attention: Professor M. Finston

Massachusetts Institute of Technology  
Department of Aeronautical Engineering  
Cambridge 39, Massachusetts  
Attention: Professor E. Mollo-Christensen

Massachusetts Institute of Technology  
Department of Aeronautical Engineering  
Cambridge 39, Massachusetts  
Attention: Dr. G. Stever

Massachusetts Institute of Technology  
Fluid Dynamics Research Group  
Cambridge 39, Massachusetts  
Attention: Dr. Leon Trilling

Massachusetts Institute of Technology  
Department of Mathematics  
Cambridge 39, Massachusetts  
Attention: Professor C. C. Lin

University of Michigan  
Ann Arbor, Michigan  
Attention: Dr. H. P. Liepmann

University of Michigan  
Department of Aeronautical Engineering  
Ann Arbor, Michigan  
Attention: Dr. Arnold Kuethe

University of Michigan  
Department of Aeronautical Engineering  
East Engineering Building  
Ann Arbor, Michigan  
Attention: Professor W. C. Nelson

University of Michigan  
Department of Aeronautical Engineering  
Aircraft Propulsion Laboratory  
Ann Arbor, Michigan  
Attention: Mr. J. A. Nicholls

University of Michigan  
Department of Aeronautical Engineering  
Ann Arbor, Michigan  
Attention: Professor W. W. Willmarth

University of Michigan  
Department of Physics  
Ann Arbor, Michigan  
Attention: Dr. O. Laporte

University of Minnesota  
Department of Aeronautical Engineering  
Minneapolis 14, Minnesota  
Attention: Professor J. D. Akerman



University of Minnesota  
Department of Aeronautical Engineering  
Minneapolis 14, Minnesota  
Attention: Dr. C. C. Chang

University of Minnesota  
Department of Aeronautical Engineering  
Minneapolis 14, Minnesota  
Attention: Dr. R. Hermann

University of Minnesota  
Department of Mechanical Engineering  
Division of Thermodynamics  
Minneapolis, Minnesota  
Attention: Dr. E. R. G. Eckert

New York University  
Department of Aeronautics  
University Heights  
New York 53, New York  
Attention: Dr. J. F. Ludloff

New York University  
Institute of Mathematics and Mechanics  
45 Fourth Street  
New York 53, New York  
Attention: Dr. R. W. Courant

North Carolina State College  
Department of Engineering  
Raleigh, North Carolina  
Attention: Professor R. M. Pinkerton

Northwestern University  
Gas Dynamics Laboratory  
Evanston, Illinois  
Attention: Professor A. B. Cambel

Ohio State University  
Aeronautical Engineering Department  
Columbus, Ohio  
Attention: Professor A. Tifford

Ohio State University  
Aeronautical Engineering Department  
Columbus, Ohio  
Attention: Professor G. L. von Eschen

University of Pennsylvania  
Philadelphia, Pennsylvania  
Attention: Professor M. Lessen

Polytechnic Institute of Brooklyn  
Aerodynamic Laboratory  
527 Atlantic Avenue  
Freeport, New York  
Attention: Dr. A. Ferri

Polytechnic Institute of Brooklyn  
Aerodynamic Laboratory  
527 Atlantic Avenue  
Freeport, New York  
Attention: Dr. P. Libby

Polytechnic Institute of Brooklyn  
527 Atlantic Avenue  
Freeport, New York  
Attention: Library

Princeton University  
Forrestal Research Center  
Princeton, New Jersey  
Attention: Library

Princeton University  
Aeronautics Department  
Forrestal Research Center  
Princeton, New Jersey  
Attention: Professor S. Bogdonoff

Princeton University  
Forrestal Research Center  
Building D  
Princeton, New Jersey  
Attention: Dr. Sin-I Cheng

Princeton University  
Aeronautics Department  
Forrestal Research Center  
Princeton, New Jersey  
Attention: Dr. L. Crocco

Princeton University  
Aeronautics Department  
Forrestal Research Center  
Princeton, New Jersey  
Attention: Professor Wallace Hayes

Princeton University  
Palmer Physical Laboratory  
Princeton, New Jersey  
Attention: Dr. W. Bleakney

Purdue University  
School of Aeronautical Engineering  
Lafayette, Indiana  
Attention: Librarian

Purdue University  
School of Aeronautical Engineering  
Lafayette, Indiana  
Attention: Professor H. DeGroff

Rensselaer Polytechnic Institute  
Aeronautics Department  
Troy, New York  
Attention: Dr. R. P. Harrington

Rensselaer Polytechnic Institute  
Aeronautics Department  
Troy, New York  
Attention: Dr. T. Y. Li

Rouss Physical Laboratory  
University of Virginia  
Charlottesville, Virginia  
Attention: Dr. J. W. Beams

University of Southern California  
Engineering Center  
3518 University Avenue  
Los Angeles 7, California  
Attention: Dr. Raymond Chuan

University of Southern California  
Aeronautical Laboratories Department  
Box 1001  
Oxnard, California  
Attention: Mr. J. H. Carrington,  
Chief Engineer

Stanford University  
Department of Mechanical Engineering  
Palo Alto, California  
Attention: Dr. D. Bershader

Stanford University  
Department of Aeronautical Engineering  
Palo Alto, California  
Attention: Professor Walter Vincenti

University of Texas  
Defense Research Laboratory  
500 East 24th Street  
Austin, Texas  
Attention: Professor M. J. Thompson

University of Washington  
Department of Aeronautical Engineering  
Seattle 5, Washington  
Attention: Professor F. S. Eastman

University of Washington  
Department of Aeronautical Engineering  
Seattle 5, Washington  
Attention: Professor R. E. Street

University of Wisconsin  
Department of Chemistry  
Madison, Wisconsin  
Attention: Dr. J. O. Hirschfelder

Institute of the Aeronautical Sciences  
2 East 64th Street  
New York 21, New York  
Attention: Library

National Science Foundation  
Washington 25, D. C.  
Attention: Dr. J. McMillan

National Science Foundation  
Washington 25, D. C.  
Attention: Dr. R. Seeger



Industrial Companies and  
Research Companies

Aeronautical Research Associates  
of Princeton  
50 Washington Road  
Princeton, New Jersey  
Attention: Dr. Coleman Du P. Donaldson

Aeronutronic Systems, Inc.  
1234 Air Way  
Glendale, California  
Attention: Dr. J. Charyk

Aeronutronic Systems, Inc.  
1234 Air Way  
Glendale, California  
Attention: Dr. L. Kavanau

Aerophysics Development Corp.  
P. O. Box 689  
Santa Barbara, California  
Attention: Librarian

Allied Research Associates, Inc.  
43 Leon Street  
Boston, Massachusetts  
Attention: Dr. T. R. Goodman

ARO, Inc.  
P. O. Box 162  
Tullahoma, Tennessee  
Attention: Dr. B. Goethert

ARO, Inc.  
G. D. F.  
Arnold Air Force Station  
Tennessee  
Attention: J. L. Potter

ARO, Inc.  
P. O. Box 162  
Tullahoma, Tennessee  
Attention: Librarian,  
Gas Dynamics Facility

AVCO Manufacturing Corp.  
2385 Revere Beach Parkway  
Everett 49, Massachusetts  
Attention: Dr. A. Kantrowitz

AVCO Manufacturing Corp.  
2385 Revere Beach Parkway  
Everett 49, Massachusetts  
Attention: Dr. Harry E. Petschek

AVCO Manufacturing Corp.  
Advanced Development Division  
2385 Revere Beach Parkway  
Everett 49, Massachusetts  
Attention: Dr. F. R. Riddell

AVCO Manufacturing Corp.  
2385 Revere Beach Parkway  
Everett 49, Massachusetts  
Attention: Library

Boeing Airplane Company  
P. O. Box 3107  
Seattle 14, Washington  
Attention: Mr. G. Snyder

Chance Vought Aircraft, Inc.  
P. O. Box 5907  
Dallas, Texas  
Attention: Mr. J. R. Clark

CONVAIR  
A Division of General Dynamics Corp.  
San Diego 12, California  
Attention: Mr. C. Bossart

CONVAIR  
A Division of General Dynamics Corp.  
San Diego 12, California  
Attention: Mr. W. H. Dorrance  
Dept. 1-16

CONVAIR  
A Division of General Dynamics Corp.  
San Diego 12, California  
Attention: Mr. W. B. Mitchell

CONVAIR  
A Division of General Dynamics Corp.  
Scientific Research Laboratory  
5001 Kearny Villa Road  
San Diego 11, California  
Attention: Mr. Merwin Sibulkin

CONVAIR  
A Division of General Dynamics Corp.  
Fort Worth 1, Texas  
Attention: Mr. W. B. Fallis

CONVAIR  
A Division of General Dynamics Corp.  
Fort Worth 1, Texas  
Attention: Mr. E. B. Maske

CONVAIR  
A Division of General Dynamics Corp.  
Fort Worth 1, Texas  
Attention: Mr. W. G. McMullen

CONVAIR  
A Division of General Dynamics Corp.  
Fort Worth 1, Texas  
Attention: Mr. R. H. Widmer

Cooperative Wind Tunnel  
950 South Raymond Avenue  
Pasadena, California  
Attention: Mr. F. Felberg

Cornell Aeronautical Laboratory  
Buffalo, New York  
Attention: Dr. A. Flax

Cornell Aeronautical Laboratory  
Buffalo, New York  
Attention: Mr. A. Hertzberg

Cornell Aeronautical Laboratory  
Buffalo, New York  
Attention: Dr. F. K. Moore

Douglas Aircraft Company  
Santa Monica, California  
Attention: Mr. J. Gunkel

Douglas Aircraft Company  
Santa Monica, California  
Attention: Mr. Ellis Lapin

Douglas Aircraft Company  
Santa Monica, California  
Attention: Mr. H. Luskin

Douglas Aircraft Company  
Santa Monica, California  
Attention: Dr. W. B. Oswald

Douglas Aircraft Company  
El Segundo Division  
827 Lapham Street  
El Segundo, California  
Attention: Dr. A. M. O. Smith

General Electric Company  
Research Laboratory  
Schenectady, New York  
Attention: Dr. H. T. Nagamatsu

General Electric Company  
Missile and Ordnance Systems Department  
3198 Chestnut Street  
Philadelphia 4, Pennsylvania  
Attention: Documents Library,  
L. Chasen, Mgr. Libraries

General Electric Company  
Aeroscience Laboratory - MSVD  
3750 "D" Street  
Philadelphia 24, Pennsylvania  
Attention: Library

Giannini Controls Corporation  
918 East Green Street  
Pasadena, California  
Attention: Library

The Glenn L. Martin Company  
Aerophysics Research Staff  
Flight Vehicle Division  
Baltimore 3, Maryland  
Attention: Dr. Mark V. Morkovin

The Glenn L. Martin Company  
Baltimore 3, Maryland  
Attention: Mr. G. S. Trimble, Jr.

Grumman Aircraft Engineering Corp.  
Bethpage, New York  
Attention: Mr. C. Tilgner, Jr.

Hughes Aircraft Company  
Culver City, California  
Attention: Dr. A. E. Puckett

Lockheed Aircraft Corporation  
Missiles Division  
Van Nuys, California  
Attention: Library

Lockheed Missile Systems Division  
Research and Development Laboratory  
Sunnyvale, California  
Attention: Dr. W. Griffith

Lockheed Missile Systems Division  
P. O. Box 504  
Sunnyvale, California  
Attention: Dr. L. H. Wilson

Lockheed Missile Systems Division  
Lockheed Aircraft Corporation  
Palo Alto, California  
Attention: Mr. R. Smelt



Lockheed Missile Systems Division  
 Lockheed Aircraft Corporation  
 Palo Alto, California  
 Attention: Mr. Maurice Tucker

Marquardt Aircraft Company  
 P. O. Box 2013 - South Annex  
 Van Nuys, California  
 Attention: Mr. E. T. Pitkin

McDonnell Aircraft Corporation  
 Lambert - St. Louis Municipal Airport  
 P. O. Box 516  
 St. Louis 3, Missouri  
 Attention: Mr. K. Perkins

Midwest Research Institute  
 4049 Pennsylvania  
 Kansas City, Missouri  
 Attention: Mr. M. Goland, Director  
 for Engineering Sciences

North American Aviation, Inc.  
 Aeronautical Laboratory  
 Downey, California  
 Attention: Dr. E. R. van Driest

Ramo-Wooldridge Corporation  
 409 East Manchester Blvd.  
 Inglewood, California  
 Attention: Dr. M. U. Clauser

Ramo-Wooldridge Corporation  
 409 East Manchester Blvd.  
 Inglewood, California  
 Attention: Dr. Louis G. Dunn

Ramo-Wooldridge Corporation  
 P. O. Box 45564, Airport Station  
 Los Angeles 45, California  
 Attention: Dr. C. B. Cohen

Ramo-Wooldridge Corporation  
 P. O. Box 45564, Airport Station  
 Los Angeles 45, California  
 Attention: Dr. John Sellars

The RAND Corporation  
 1700 Main Street  
 Santa Monica, California  
 Attention: Library

The RAND Corporation  
 1700 Main Street  
 Santa Monica, California  
 Attention: Dr. C. Gazley

The RAND Corporation  
 1700 Main Street  
 Santa Monica, California  
 Attention: Mr. E. P. Williams

Republic Aviation Corporation  
 Conklin Street  
 Farmingdale, Long Island, New York  
 Attention: Dr. W. J. O'Donnell

Republic Aviation Corporation  
 Re-Entry Simulation Laboratory  
 Farmingdale, Long Island, New York

Space Technology Laboratories  
 P. O. Box 95001  
 Los Angeles 45, California  
 Attention: Dr. James E. Broadwell

Space Technology Laboratories  
 5740 Arbor Vitae  
 Los Angeles 45, California  
 Attention: Dr. J. Logan

United Aircraft Corporation  
 East Hartford, Connecticut  
 Attention: Mr. J. G. Lee

Internal

Dr. Harry Ashkenas  
 Dr. James M. Kendall  
 Dr. John Laufer  
 Dr. Thomas Vrebalovich  
 Dr. Peter P. Wegener  
 Dr. Harry E. Williams  
 Mr. Richard Wood  
 Hypersonic WT; Attn: Mr. G. Goranson  
 Reports Group  
 Jet Propulsion Laboratory  
 4800 Oak Grove Drive  
 Pasadena 2, California

Dr. S. S. Penner  
 Dr. Edward Zukoski  
 Mechanical Engineering Department  
 California Institute of Technology

Dr. W. D. Rannie  
 Jet Propulsion Center  
 California Institute of Technology

Dr. Julian D. Cole  
 Dr. Donald E. Coles  
 Dr. P. A. Lagerstrom  
 Prof. Lester Lees  
 Dr. H. W. Liepmann  
 Dr. Clark B. Millikan  
 Dr. Anatol Roshko

Aeronautics Library  
 Hypersonic Files (3)  
 Hypersonic Staff and Research Workers (20)

Foreign

via AGARD Distribution Centers